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HONGKONG, MONDAY, MAY 21st, 1900.

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New Advertisements will be found on page 4.

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H. F. CARMICHAEL,
B. J. BARLOW.
Hongkong, 1st June, 1899. [3024]

JOHN WALKER & SONS'
FAMOUS
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This World-renowned
FINE OLD HIGHLAND WHISKY is shipped by
CUTLER, PALMER & CO., and
is obtainable in Hongkong at
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 26th July, 1898. [43]

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch Whisky increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & CO.'S Selection.
Sole Agents for it—
LANE, CRAWFORD & CO.
Hongkong.

CUTLER, PALMER AND CO.
WHISKY SHIPPERS SINCE 1815.
Who have supplied their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

"SPECIAL BLEND" WHISKY.
Blend
of Selected
Distillations of the
Finest Scotch Whiskies.

Apply to
SIEMSEN & CO. Hongkong. [42]

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CYCLE
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We are Agents for the famous "NEW
HOWE" and "MONOPOL" CYCLES,
and we also supply fitting of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Remounting a specialty.

MURPHY & CO.
43 & 45, Queen's Road East.
Hongkong, 2nd November, 1899. [2401]

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.30 a.m. Every quarter of an hour
10.30 a.m. to 11.30 a.m. Every quarter of an hour
11.30 a.m. to 12.30 p.m. Every quarter of an hour
12.30 p.m. to 1.30 p.m. Every quarter of an hour
1.30 p.m. to 2.30 p.m. Every quarter of an hour
2.30 p.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 4.30 p.m. Every quarter of an hour
4.30 p.m. to 5.30 p.m. Every quarter of an hour
5.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 7.30 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.10 a.m. to 10.10 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
11.00 a.m. to 12.00 p.m. Every quarter of an hour
12.00 p.m. to 1.00 p.m. Every quarter of an hour
1.00 p.m. to 2.00 p.m. Every quarter of an hour
2.00 p.m. to 3.00 p.m. Every quarter of an hour
3.00 p.m. to 4.00 p.m. Every quarter of an hour
4.00 p.m. to 5.00 p.m. Every quarter of an hour
5.00 p.m. to 6.00 p.m. Every quarter of an hour
6.00 p.m. to 7.00 p.m. Every quarter of an hour
7.00 p.m. to 8.00 p.m. Every quarter of an hour
8.00 p.m. to 9.00 p.m. Every quarter of an hour
9.00 p.m. to 10.00 p.m. Every quarter of an hour
10.00 p.m. to 11.00 p.m. Every quarter of an hour
11.00 p.m. to 12.00 a.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement with the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SONS,
General Managers.
Hongkong, 1st May 1899. [1083]

CARBOLINEUM-AVENARIS
Used for OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus,
Rot, and Dampness.

Sole Agents for China,
LUTGENS, EINSTAMANN & CO.
Hongkong, 31st August, 1897. [1338]

**AMERICAN PORTABLE WOODEN
HOUSES.**

THE Undersigned have been appointed
AGENTS, and are prepared to accept
orders for a variety of designs.
Particulars on application to—
WOODS & CO.
4, Queen's Road Central.
Hongkong, 17th April, 1900.



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Telephone No. 75.

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IRBOY & CO. CARTE D'OR.
LANSON PERE ET FILS.
PIPER HEIDSEICK, GOLD FOIL.
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LOUIS ROEDERER, GRAND VIN SEC.
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IN MAGNUMS, QUARTS & PINTS.

CALDBECK, MACGREGOR & Co.,
Sole Agents,
HONGKONG AND CHINA. [34]

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PLATES, PAPERS AND CHEMICALS.
EASTMAN KODAK'S FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17, QUEEN'S ROAD, HONGKONG. [300]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, C. P. & Co.'S INVALIDS' PORT.

\$22.50 PER DOZ. \$20 PER DOZ.
Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavor.
See analysis and certificate by Professor Cassal.

ANOTHER FINE COGNAC, \$16.75 per doz. Less old than the above.

THE ELITE OF WHISKY:—
THE "PAUL MAUL," \$20 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

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BLEND WHISKY, BENEDICTINE LIQUEUR—
\$10.75 PER DOZ. D.O.M.,
Very soft, palatable, and mature. \$39.75 PER DOZ.
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICES.

AGENTS—SIEMSEN & CO., HONGKONG.

PEERLESS SCOTS WHISKIES.

HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, Special—The finest of all "Peat" WHISKIES at \$13.00
5 Star, Special—The finest of all "Peat" WHISKIES at \$19.00
Stop drinking rank, cheap Whisky, because it comes through the Gola.
Try HAIG & HAIG'S WHISKIES: pure, mellow, matured, non-smoky, delicate flavoured.
Once tried, preferred to all others. Sole Agents for Hongkong.

F. BLACKHEAD & Co.

CLARETS.

1 doz. 2 doz. 4 doz.
Bottles. Bottles. Bottles.
VIN ORDINAIRE \$4.00 \$8.00 \$16.00
MEDOC \$4.50 \$9.00 \$18.00
St. EMILION \$5.00 \$10.00 \$20.00
MARGAUX \$6.00 \$12.00 \$24.00
St. JULIEN \$6.50 \$13.00 \$26.00
St. ESTEPHE \$8.00 \$16.00 \$32.00
Ch. LEOVILLE \$11.00 \$22.00 \$44.00
Ch. LAROSE \$11.00 \$22.00 \$44.00
CALIFORNIA \$4.50 \$9.00 \$18.00
ZINFANDEL \$5.00 \$10.00 \$20.00

An allowance of SEVENTY FIVE cents per dozen is made for quarter bottles when
returned to our Godown. Special rates are given when any of the above are purchased by
the Wholesale.

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SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
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CONTRACTORS TO H. M. GOVERNMENT
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on
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METALLIC BOILER JOINTS are supplied to H. M. and other FOREIGN NAVIES.
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FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.
"CAUBICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
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Chief Superintendent: THOMAS REINER.
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THE LATEST IN SCARVES, GOLF CAPS, &c., &c.
ALSO
LEATHER TRUNKS AND
DRESS SUIT CASES, &c., &c.

CARBOLACENE

REMOVES DIRT. PREVENTS DISEASE.
IN BRIEF. FACTS.

A LIQUID
Cleanser Disinfectant,
SAFE and rapid in action.
Does away with Scum and
Disinfectants! REMOVES
DIRT immediately! PRE-
VENTS DISEASE effectually!

BRIEF AGAIN.
Simply
pour a Cupful in a bucket of
water and apply in usual fashion.
SPECIALLY NOTE
how rapidly all things are rendered
SWIFT and CLEAN.

WON'T INJURE THE SKIN.
MIXES AT ONCE WITH WATER.
WILL WASH CLOTHES.

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ENGLISH FRESH COAL. ELECTRIC FAN SETS AND MOTORS.
INDIAN and BELL with Battery. SOFA CARPETS.
TOILET SETS. DREW'S BEER.
Fresh Water Supply at Shortest Notice. Terms Moderate.

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PREFERABLE TO FRESH MILK.
UNSWEETENED. STERILIZED.
ABSOLUTELY PURE. KEEPS IN ANY CLIMATE.

THE BEST AND PUREST MILK PRODUCT.

PRICE REDUCED TO PER CASE \$1.50 PER TIN 25 CENTS.

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EVERYTHING KNOWN IN MUSIC.

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HAAKE PIANOS. JUST ARRIVED—
PIANO DRAPES, KEY COVERS.

SPECIAL ARTICLES.
Now appearing weekly in the
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Series of Special Articles, entitled,
"THE NAVY AND THE EMPIRE,"
by
W. LAIRD CLOWES
(Author of "The Royal Navy," &c.)

THE Writer is a well-known authority
on Naval Affairs and the articles will con-
sequently be read with special interest at this
period. Among other heads the following will
be dealt with—
THE WORK OF THE NAVY.
THE PREPARATION OF THE NAVY.
THE LUCK OF THE NAVY.
THE DEVELOPMENT OF THE NAVY.
THE OFFICERS OF THE NAVY.
&c. &c.
Hongkong, 2nd May, 1900. [1448]

NEW GOODS.

PLENTY

IN

HAND.

JAPANESE CURIOS.

D. NOMA.
12, Desfordfield Arcade,
Opposite the City Hall,
Hongkong.
[3202]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER
is obtained by the Water Bunkers, as FOUL
WATER is the cause of much Sickness on board
Ship.
We are the ONLY WATER BOAT COMPANY
in HONGKONG EXCLUSIVELY supplying
FILTERED WATER.
CALL FLAG W.
J. W. KEW & CO.
STEAM WATER BOAT COMPANY.
Hongkong, 9th October, 1899. [3209]

QUAN WAH & CO.,

DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES on APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1900. [1918]

AS
SUPPLIED
TO
HER
MAJESTY'S
GOVERNMENT,
THE ADMIRALTY,
H.M. DOCKYARDS,
TRANSPORTS,
AND
TRAINING SHIP.

ARRIVALS, DEPARTURES and other Shipping In-
telligence will be found on pages 6 and 7.

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevatory to every floor.
Cuisine of the best.
Hot and Cold Water throughout.
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE. [44]

**THE
PEAK HOTEL.**

City Office: 7, Duddell Street. [1028]

HOTEL CRAIGIEBURN.

CENTRALLY situated at Plunkett's Gap,
The Peak, 1,500 feet above sea level and
500 yards from Tram Terminus.
For Terms, &c., apply to the
Manager.
Hongkong, 2nd April, 1900. [1029]

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108 HOUSE STREET, HONGKONG.
A
FIRST-CLASS PRIVATE HOTEL.

Reasonably Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMIL-
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SINGLE ROOMS from 14 a day, inclusive
of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
agement.
Terms Moderate. A. FONSECA,
Manager.
Hongkong, 1st December, 1899. [46]

HING KEE HOTEL.

(Established 1879)
MACAO.

THIS First class and well-known establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic Address "Hingkee" [1790]

"BOA VISTA" HOTEL

MACAO.

THE FIRST CLASS HOTEL in the
Colony. Moderate terms by the day or
month. European Management.
MACAO is distant 40 miles West of Hong-
kong and the journey is made each day (Sun-
days excepted) by the magnificent Saloon
Steamer "HONGKONG" in 3 hours, leaving
Hongkong at 2 p.m. and Macao at 8 a.m.
Convenience made by Company's Steamer to
and from Canton.
Tourists should not miss the chance of
visiting this famous old City.
For Terms, apply.
J. H. CHESNEY,
Manager.
Telegraphic Address: "Bonvista." [1034]

VICTORIA HOTEL.

SHAMEN—CANTON.

THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
specially built 3 Storey wing added to it, now
affords splendid Accommodation for 40 to 50
Visitors.
The Bed Rooms are airy and comfortably
furnished, and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Tourists.
Excellent Cuisine and best Wines.
The Hotel's Boat boards all Steamers on
their arrival and departure.
Telegraphic address "Victoria, Canton."
A. B. C. and Al Codes used.
MADAR & FARMER, T. F. DE CRUZ,
Proprietors.
Hongkong, 16th November, 1899. [47]

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.
AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.
LIMITED.

THE LEADING MANUFACTURERS

AERATED WATERS
IN THE
FAR EAST.

THE MACHINERY in use is of
the latest design and most up to date
character.

ENGLISH EXPERTS manage our
factories, and their practical know-
ledge produces an article that is un-
rivalled for its excellence.

THE WATER used is the best
known in this "Island of fragrant
streams," and is skillfully filtered on
scientific principles.

We use only the best and most
expensive ingredients, guaranteeing
ABOLUTE PURITY.

The leading English makers freely
acknowledge that WATERS MANU-
FACTURED BY US are equal to
those of their own production.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications, and retain the latter
for publication, and as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymous communications should be received.
Orders for extra copies of the paper should be
sent before 11 a.m. on day of publication. After
that hour the supply is limited. Only supplied for
Cash.
Telegraphic Address: Pines—A.B.C. Code.
P.O. Box 33. Telephone No. 12.

The Daily Press.

HONGKONG, May 21st, 1900.

The news which reached this Colony on
Saturday morning of the relief of Ma-
feking after a siege of more than seven
months, if it cannot be said to remove our
last anxiety about the war, at least has had
a reassuring effect second only to that
caused by the saving of Ladysmith. It is
true that Colonel Baden Powell, who has
won for himself a name that will always be
famous while the history of South Africa is
remembered, has never expressed any doubt
of his ability to hold the town until relief
arrived. But post-mortem has found him
cheerful, almost jesting at dangers. But
those who have been watching the heroic
defence of the town have been able to see, in
spite of its severity of its chief, in what
terrible straits the garrison has been; and
undoubtedly the final attack by the Boers
when they captured (though only for a time)
the native town caused many, not without
excuse, to fear that after all the Boers would
foretell the relievers who were racing one
another to Mafeking. Already all that hu-
man effort could do had been done by Colonel
Pruster, who had once got with a few miles
of the town, only to be beaten back by
superior numbers. What Colonel Pruster's
difficulties were we are only beginning to
know. That he had but a handful of irregu-
lars and police with him was notorious;
and also that he was obliged to travel along
a railway line wrecked by the Boers and
only capable of repair after each inch of the
way had been fought. But that the natives
were in a dangerous state and required the
most delicate handling was hardly realised
until quite recently. Of one powerful Kafir

chief Reuter's correspondent writes that
"his neutrality might be expected to be of
that order defined as waiting to see which
way the cat would jump. His neutrality,
in fact, could only be relied on so long as he
was of opinion that the British arms were
ultimately certain of success." Handi-
capped, therefore, as he was in the race,
after his last check Colonel Pruster was
reduced to a less aggressive attitude, and
any hopes of relief from the North depended
on the celerity with which General Carrington
might be able to reinforce the irregulars.
But after all it turns out that relief was
to come from the south. As our telegram in
to-day's issue announces, it was a forenoon of
some 2,000 Colonials, and Imperial Yeomanry
to whom has fallen the honour of saving our
last threatened stronghold and restoring
once more their liberty to the little garrison
the women and children, and the loyal na-
tives, who have endured, together, the
assaults of the enemy, hunger, and fever,
and made the name of a small veldt town-
ship, strategically quite unimportant, cele-
brated throughout the world. There can be
no wonder that London on Saturday night
witnessed scenes which our telegram describes
as unparalleled. Here too, though we have
not had the same display of emotion, the
feeling is no less deep than at home or through
the whole extent of the empire.

The torpedo-boat destroyer *Thetis* sailed from
this port for Welhaven yesterday.

On Thursday next, the 24th inst., will be
held the anniversary of the Queen's Birthday,
the day being a public holiday.

In the twenty-four hours preceding noon of
Saturday there were thirteen fresh cases of
plague and nineteen deaths.

Mr. J. E. Crook has been appointed Acting
Sanitary Surveyor during the absence on leave
of Mr. E. P. Drury.

Messrs. H. F. Carmichael and E. O. Murphy
have been appointed surveyors of holders of
unlicensed steamships under 60 tons burden.

Sir Claude Macdonald is steadily improving
in health. He returned to the capital about a
fortnight ago and has fully resumed his official
duties.

To-morrow will see the commencement of the
Race Meeting at Singapore, seven races being
on the programme, including the Singapore
Derby. The meeting continues on Thursday
and Saturday.

The *Gazette* notifies the receipt of information
from the Naval Authorities of the discontinu-
ance from the 23rd inst. of the Typhoon Signals
usually shown from H.M.S. *Tanaka*, owing to
her going into dock.

It is notified in the *Gazette* that at a special
meeting of the Sanitary Board on the 17th
instant it was resolved to declare the whole city
• Victoria infected with plague. Previously
on the 10th instant the villages of Tsamui and
Humphong, Kowloon, had been declared infected.

At the Supreme Court on Saturday the Chief
Justice interrupted the proceedings by stating
that the jury would be pleased to hear that a
telegram had been received to the effect that
the siege of Mafeking had been abandoned and
that the British relief force had entered the town.

At the Magistracy, on Saturday Black, the
steward on board the S.S. *Boyle*, was charged
before Mr. Gompertz at the Magistracy with
the wilful murder of Mr. Reid, his second officer.
Evidence of arrest was given by Inspector
Gault, who produced a Winchester rifle, which
he said he found in the Captain's room, with
nine cartridges in the magazine and an exploded
cartridge in the breech. The case was adjourned
until to-day.

A couple of fishing junks moored in Kowloon
Bay had an unpleasant experience on Friday
evening. They were visited by between 12 and
14 men armed with revolvers who fired a number
of shots, wounding one of the fishermen. They
then ransacked the junks, and having collected
a quantity of clothing and jewelry to the value
of 340 rupees off in a small boat towards Kowloon
City. Eight men were subsequently arrested in
a house at Tokowai with some of the stolen
property in their possession.

At the Magistracy on Saturday Mr. Gompertz
fined Captain Lunt of the s.s. *Fishan*, 510
for neglecting to deliver the mails from
Canton until three hours after the ship's arrival
in the colony. The Acting Postmaster (Mr. E.
C. Lewis) said Captain Lunt had three
bags of mails on board. They should have been
delivered immediately, at latest on the 7th at 7
o'clock in the morning, but they were not de-
livered till three hours afterwards. He did not
say it was altogether the fault of the master,
but such occurrences as these caused a good
deal of inconvenience.—Mr. O. D. Thomson,
who appeared for the defence, said that the *Fu-
shan* very rarely brought the mails from Canton
to Hongkong. He believed this was the only
occasion on which she had done so. She took
the mails from Canton to Shanghai. The ship
arrived on the Sunday night and the mails
should have been delivered next morning. They
would have been delivered had the Captain been
on board, but he left it to the second officer
to do, and it was an oversight on the part of that
officer that the bags were not delivered in time.
He forgot, in fact, that he had the Hongkong
mails on board.

The Shanghai Taotai has just done a graceful
act, which will be generally appreciated by
foreigners, in making a personal contribution
of 10,000 to the Italian Famine Fund.

Tan, Ex-viceroy at Canton, and Viceroy Sun
of Yun-wei, who have been stepping in Shang-
hai for some time, left on the 15th inst. in the
China Merchants steamer *Hacen* for Peking.

On the 10th instant the vessels in Wel-
haven harbour were H.M. ships *Centurion*, *Bar-
fleur*, *Undaunted* (leaving the next day for this
port), *Pancho*, *Phoenix*, and *Algerine*, and the
Chinese cruiser *Heishen*.

An unpleasant discovery was made in a Singa-
pore reservoir on the 11th inst., viz. the body
of a Kling coolie who had been working there.
He had got his head jammed in a large iron pipe,
into which he had been drawn by the suction of
the water.

Singapore papers report that Captain Peters,
of the steamer *Olenchok*, which arrived from
Amoy on the 12th inst., brought news of a fire
on board on the 9th inst., which broke out in
the after-lower hold and was not extinguished
for fifteen hours.

The Peking Daily on the 5th inst. (Peking
Spring Meeting) was won by Messrs. B. de
Cartier and Wilhelm's Battery Wheeler, Sir
Claude Macdonald's Hazard being second. The
Champion Stakes on the same day were also car-
ried off by the joint owners' horse.

A special telegram of the 9th inst. to the *Fig-
o* states that the American demand for the con-
cession of the Kailash and Wijn gold mines has
been successful. The Chinese Foreign Minister
protests against the concession, but the Emperor
has given his sanction and it is understood that
the mines will become American property.

H.E. Shaw, Director-General of the Lu-Han
Railway, etc., returned to Shanghai from
Peking on the 16th inst., accompanied by a
large suite, numbering eighty-two persons.
He is reported that H.E.'s stay in Peking for
the last six months was not only an expensive
one, but that he has lost some of his former in-
fluences there.

The North China Daily News says of the recent
debate in the House of Commons on Chinese
affairs that "the conclusion which the discussion
forced on an old China hand who was present,
and that when no one is more conversant with
the state of affairs at Peking, was that the
Government has made up its mind to give up
North China altogether to Russia, and perhaps
save something for British trade in the Yangtze
Valley."

The death is announced at Peking of plenipotentiary
of Piere Louis Galliard, S. J., author of *Order
and Swastika in China* and the *Plan of Na-
king* in the "Varieties Sinology." He was
born at Paris in 1839. He was, says *The N. C.
Daily News*, a man of great talents, charming
manner, and refined and cultivated taste, and
was entirely devoted to his work. In his prema-
ture death the Kiangnan Mission to which he
belonged suffers a very marked loss.

The Tokyo correspondent of *The Nagasaki
Press* announces that on the 16th inst. there was
to appear in Tokyo a weekly paper entitled the
Toku Shimbun (woman's paper) under the au-
thorship of well-known society men and women.
The prospectus just issued says that the paper
will be devoted to the promotion of interests
affecting the fair sex in Japan and will also
conduct warfare against social abuses, to which
no quarter will be given. Editor, reporters,
and other members of the staff will consist of
women.

The Nanking correspondent of *The North
China Daily News* reports the return to his
duties there of the old Viceroy Li Kun-yi, who
had surrendered his official seals but has now
taken them back. He also notes that some Japanese
have established themselves near the Drum
Tower, Nanking, and have opened a school for
the study of languages. When the school is in
full running order some two hundred Japanese
are expected to be in attendance. They are to
study Chinese, while Chinese students are to re-
ceive instruction in other branches.

A curious incident is reported from Washing-
ton. Correspondents state that the Duke of
Aroost, the Spanish Minister there, bitterly re-
sented an invitation, obviously addressed to him
in error, to attend the Chicago celebration of
the anniversary of Admiral Dewey's victory at
Manila on May 1, and returned the invitation
with an indignant letter. The Mayor of Chi-
cago at once sent an ample apology and pointed
out that it was a clerk's mistake. The Spanish
Minister thereon cheerfully accepted the apolo-
gy, explaining that he had been obliged to
take notice of the letter, owing to his official
position, and the incident closed.

At about eight o'clock on Saturday morning
the attention of the police was directed to a
large crowd assembled in front of a shop in
Queen's road East. On going to the front they
found that a Chinaman had taken refuge in
the shop from another Chinaman, who was
brandishing a formidable-looking weapon some-
thing like a chopper and threatening what he
would do for the men of whom he was in pur-
suit. This man was taken into custody and
brought up at the Magistracy for disorderly
behaviour, and fined 510. His story was that
he was engaged in his occupation as a "car-
penter when another carpenter came up to
him and asked him to join a secret society and
to pay him a fee. This the defendant refused
to do, saying that he had no money. High
words ensued, and getting tired of his importu-
nity he chased him away with a chopper.

It is reported from Peking that wild reports
and rumours are being circulated in the city,
and placards have been posted not far from the
Legations, while well-poisoning stories are also
current.

The correspondence which the United States
had with Great Britain, Germany, France, Italy
and Japan in regard to the "open door" in
China, has been published as a Parliamentary
paper. The text of the replies of the several
Powers mentioned agrees with the telegraphic
summaries already published.

The battleship *Gallat*, Capt. L. E. Wintz,
arrived at Sheerness on 17th inst. from Chatham,
on her way to China to relieve the *Victorious*.
The *Gallat* was to embark her War Depart-
ment stores, adjust compasses, and carry out her
commissioned trial before taking her departure
from Sheerness.

The *Argonaut*, cruiser, was commissioned at
Chatham on the 19th ult. by Captain G. H.
Cherry, to relieve the *Undaunted*, Captain A.
C. Clarke, on the China Station. The *Gallat*'s
Coquette and *Guyot* were also commissioned by
Com. M. T. Parks and Lieut. and Com. F.
Wray respectively as tenders to the *Argonaut*.
Each of the *Gallat*'s carry a crew of sixty-two.

Vice-Admiral Sir Compton A. Dromie ceased
to be admiral superintendent of Naval Reserves
on May 11. As already announced, he will suc-
ceed Vice-Admiral Sir Edward H. Seymour as
Commander-in-Chief on the China Station, and
his flagship will be the *Gloria*, one of the *Onophris*
class, which is commissioned this month. Sir
Compton Dromie has an exceedingly smart officer.
He was promoted commander in 1893 for the
skill and gallantry he displayed in his services
in the *Algerine*.

The Colonial Secretary of Mexico, Senor
Alfredo Pinto Lello, arrived here, with his wife,
last Saturday by the French Mail steamer
Indus. Senor Lello is going to assume the
administration of the colony, pending the
arrival of the new Governor, and he takes his
oath to-day as Acting Governor of Mexico.
The Portuguese Government is considered to
have done a very wise thing in appointing Senor
Lello as Colonial Secretary, as it has proved
that, during his past term of office, his duties
have been performed with great assiduity and
correctness, whereas during the Governorship
of Senor Galvez, the then Colonial Secretary,
Senor Bandeira Lima, was recalled home and
dismissed from the service. Senor Lello is
much congratulated on his re-appointment as
Colonial Secretary. He left for Mexico by the
Heureghien, a large number of the Portuguese
community seeing him off.

The *London and China Express* notes that
among the decorations on "Princess Day" Mr.
R. Bellis, of Hongkong, as usual, set a very
handsome floral memorial in the form of a cross,
framed of choice white flowers, including acacia,
lilies, carnations, lilacs, and white lilies, bearing on
its front an inscription in red flowers, which
was placed on the seat in the church of the
church formerly occupied by the Earl and im-
mediately below the monument erected to his
memory by the Queen. Attached to the cross
was a card, bearing a device: "For the Union
Jack and the Royal Standard, placed above a
small map of the British Isles. On it was in-
scribed, after certain patriotic lines:—"In loving
memory of the Right Hon. Earl Beauchamp,
K.G. Died April 19, 1891. From the Hon.
E. R. Bellis, Hongkong. Per Mrs. Willis,
of London. God defend the right."

THE RECEPTION OF THE "TERRIBLE."

FOOT OF THE CHORISTESS' ORGANS.

The fête arranged to take place on the
Cricket Ground in connection with the reception
of H.M.S. *Terrible*, which had been post-
poned from the previous Tuesday on account of
the weather, came off on Saturday night. "The
weather" was somewhat unsettled during the day,
and it frequently looked as if there would have
to be a further postponement. Fortunately the
evening turned out fine, a pleasant breeze blowing
and adding much to the enjoyment of the proceed-
ings. The ground had been suitably prepared
for the occasion. Chinese lanterns artistically
arranged bordered three sides of the ground,
and the effectiveness of the illuminations was
enhanced by numerous fairy lamps placed in
the trees. Over the pavilion "H. M. S.
Terrible" was outlined by fairy lights, the
device, however, not being very successful on
account of the lights being continually blown
out. There were a couple of handstands, one
being occupied by the band of the Hongkong
Regiment and the other by the band of the Eya-
Wei Li Battalion. A refreshment tent for tea
had been provided, whilst stronger liquors could
be obtained in the Pavilion. Here there were
raised very now and then for Baden-Powell,
Mafeking, or the *Terrible*. There was a good
attendance, and altogether the fête was a success.

FACTS OF ABSORBING INTEREST TO THOSE WHO ARE IN THE CLUTCHES OF RHEUMATISM.

One cannot be too quickly cured of Rheuma-
tism. To get rid of these awful pains that make
life a never ending series of tortures, now mild,
now excruciating, to-day in bed, to-morrow hob-
bling around in crutches—to be relieved of such
a condition is always the happiest event of one's
life. Little's Oriental Balm has effected thou-
sands of wonderful cures of long standing cases
of rheumatism, cases that were supposed to be
hopeless and beyond the reach of medicine. The
cures have been so complete and permanent that
Little's Oriental Balm is undoubtedly the true
specific to cure Rheumatism.
"Mr. N. Bell, Woodstock, N. Y., says—
"For 10 years I suffered from rheumatism,
at times so severe that I could do nothing but
lie down. I used Little's Oriental Balm, and it
completely cured me, notwithstanding that my
case was chronic and baffled the skill of the best
physicians." Sold at 1s. 1 per bottle. Agents
for Hongkong—THE VICTORIA DISPEN-
SARY, Ltd. 1175-6

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE WAR.

London, 18th May, 8.45 p.m.

THE WAR—SERIES OF SUCCESSSES IN FREE STATE—BOER COM- MANDANT CAPTURED.

It is officially announced that Lord
Methuen has entered Hoopstad unopposed,
Generals Durney and Daniels and forty men
surrendering. Col. Ian Hamilton has oc-
cupied Lindley. Col. Hutton has captured
Commandant Botha and 25 others.

RUSSIA AND COREA.

The *Times* says that Russia's acquisition
of Masampo marks a new and serious
development.

London, 18th May, 10.5 p.m.

THE WAR—RELIEF OF MAFERING.

Unofficial news has arrived that Mafeking
has been relieved.

London, 19th May, 11.50 p.m.

LONDON'S RECEPTION OF THE NEWS.

Enthusiastic demonstrations are taking
place to-night. Official news comes from
Pretoria that the siege of Mafeking has been
raised and that a relief force has entered
the town.

London, 20th May, 12.20 a.m.

SCENE IN LONDON—RELIEF AC- COMPLISHED BY COLONISTS AND YEOMANRY.

The demonstrations have continued. The
scenes are quite unparalleled. The relief
force consisted of 2,000 Colonials and
Imperial Yeomanry.

REUTER'S SERVICE.

London, 17th May.

THE WAR—MAFERING.

The Boers confirm their reverse at Mafeking
on the 12th inst., and that a number of Boers
were taken prisoners. The British loss in killed
and wounded was fifty.

The anxiety regarding Mafeking is gaining
in intensity in consequence of alarming rumours,
emanating probably from Boer sources, that the
garrison are desperately fighting themselves
against valiant attacks.

THE ORANGE FREE STATE.

General Buller has occupied Mafeking
Nok and the Welch Regiment occupied Ladys-
brand on the 15th inst.

THE WESTERN FRONTIER.

General Methuen has reached a place twelve
miles along the Hospital Road without seeing
the enemy. General Hunter has occupied
Christiana, unopposed the enemy retiring on
Klerksdorp.

THE FREE STATE.

A number of Boers in the Bloemfontein and
Bathurst districts are deserting and surren-
dering.

THE RECENT FIGHTING AT MAFERING.

The *Cape Argus* states that Commandant
Botha and ninety Boers were made prisoners at
Mafeking.

London, 18th May.

THE WAR—THE FREE STATE.

The Boers have blown up the railway bridge
over the Rhenoster River.

PRETORIA.

A peace party is forming in Pretoria.

THE OPPOSITION IN THE FREE STATE.

The townspeople and burghers of the Kroon-
stad district believe that the Boers will offer
little or no further resistance, the Communists
being only kept together by Mr. Steyn's insti-
gates and threats.

London, 18th May.

MAFERING RELIEVED.

Reuter's correspondent at Mafeking says that
the siege has been abandoned and the British
relief force has entered the town.

LONDON, 19th May.

IMPORTANT CAPTURES IN THE FREE STATE.

General Methuen has entered Hoopstad, Gen-
eral Durney, Daniels, and forty men surren-
dered.

General Broadwood has occupied Lindley.
Col. Hutton's mounted infantry surprised and
captured Commandant Botha and twenty three
others, thirty miles to the N.W. of Kroonstad.

"But," said the old man when the foreign no-
bleman expressed a desire to marry into his
family, "you haven't told me which of my
daughters you want."

"Aw, yes, of course," returned the man from
abroad. "I—"

"Perhaps I should say," interrupted the old
man, "that my fortune will be equally divided
between them."

"Aw, well, in that case," answered the man
from abroad, as he lazily pulled a cigarette,
"let them draw lots for me."

SUPREME COURT.

May 19th.

CRIMINAL SESSIONS.

Before His Honour Sir JOHN CARRINGTON,
Kt., C.M.G. (Chief Justice).

THE ARMED ROBBERY AT SHANGHAI.

Wong San Ming, Ho Yung, and Tan Chan
were charged with committing an armed robbery
at Shanghai. They pleaded not guilty.

The jurors were Messrs. H. Vardemann,
David Haswell, Richard Hamilton, H. E. Krol,
W. O. O. Spalding, B. C. M. Johnston, and
E. F. Harbit.

The Attorney-General (the Hon. W. Meigh
Goodman) said the complaint in this case was
a house boy at Quarry Bay Sugar Refinery resid-
ing in a private house at 24, Shui Chin Wan,
just beyond Quarry Bay. Shortly before the
23rd April, when this robbery occurred, the
complainant received the sum of \$500 from his
brother in America, and he had also the sum of
\$75 in the house. He could not help thinking
that some smart thief was at the bottom of
this affair—that someone came to the conclu-
sion that the complainant had a lot of
money in his house and that it would be a good
thing to steal it. This case showed the advan-
tages of the telephone, and he thought the man
in which the man was captured had been credi-
table to the police. At the time of the
robbery—between 12 and half-past midnight
on the 23rd April—there was in the house on
the first floor the complainant and his wife and
a woman named Lian Hin, the boy's mother—
Wong San Ming—on the ground floor. The
Wong San Ming was captured by Shaukwan,
telling Inspector Robertson what had occurred,
and the Inspector telephoned to the other police
stations. Lian Hin, Sergeant Loeck of No. 2 police
station at Waiwai, calculating that the robbers
would be bringing the plunder to Hongkong,
made the direction of Quarry Bay, and when
near Jardine's Sugar Refinery, he saw five or
six men in the morning he met the first and
second prisoners carrying bundles. He stopped
them, and found them in possession of some of
the stolen property. He was justly entitled to the
prisoners coming up along in a rickshaw with
a bundle. The next day he stopped him and found
him in possession of some of the stolen property.
The evidence given at the Magistracy was re-
peated.

His Lordship having reviewed the case at
great length, the jury returned a unanimous
verdict against the three prisoners of guilty on
four counts and not guilty on the fifth.

His Lordship addressed the prisoners and
said: "It is quite clear that you committed this robbery.
It seems to me very likely that you came down
from the mainland of China in order to perpe-
trate robberies of this kind. When these things
take place and when robbers who come from the
mainland of China to perpetrate these robberies
are caught, we must stop them, for they cannot
do this with impunity. You must have known
long time to be others as that a severe punish-
ment awaits acts of this kind. Each of you three
prisoners must undergo imprisonment for seven
years with hard labour, and you must each be
whipped once within one week from this date
with twenty strokes."

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years with hard labour, and you must each be
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with twenty strokes."</

THE RELIEF OF MAFEKING. SERVICE IN ST. JOHN'S CATHEDRAL.

The relief of Mafeking was specially recognized in St. John's Cathedral yesterday morning. The service was commenced with the singing of the National Anthem by the choir and congregation, and the special hymn "Now thank we all our God" was also sung.

The Rev. R. P. Cobbold, M.A., the Chaplain, preached a very eloquent sermon dealing with the event, taking for his text Psalm cix 22 "O speak good of the Lord, all ye works of His, in all places of His dominion praise thou the Lord, O my soul." He said:

"There is no one amongst you, my brethren, to-day who has misunderstood, and none I think failed to take part in the singing of the National Anthem with which we began our service this morning. Though the relief of that seven months' besieged garrison in South Africa, in which we happily at length rejoice, has been brought about by a combination of causes—by the strategical plan conceived in the mind of the Commander-in-Chief, by the stalwart execution of his commands by those soldiers of the Queen who pressed forward from north and south to succour their beleaguered comrades; and by the heroic defence of the garrison and the citizens themselves—though the proper meet of praise will be accorded by a proud, a grateful, and a loyal Empire to all those who have so nobly achieved this victory: yet it must be in all our hearts to say—and this is the proper place to say it—"Not unto us, O Lord, not unto us, but unto Thy name, give the praise; for Thy loving mercy, and for Thy truth's sake." Head, and hand, and heart, sustained by the Almighty power of God, have been strained to the utmost, and a great defence has been maintained for more than twice as long as the historic defence of Lucknow, 45 years ago (July—September 25, 1857).

We have watched, and we have waited, and the prayers of a Nation have gone up to heaven to make them brave in death or in life, to put their trust in God. It has been as though we were watching and waiting and praying by the bedside of one who had been laid low by a horrible ailment, as though we were powerless to bring help, or bind up the broken limbs: only able occasionally to convey a message of hope, a word of comfort, a promise of help. And just as when in the crisis of a dangerous illness, when all is so far from alluring, a sudden turn comes, and the patient recovers, and we say: "It was his strong constitution and his indomitable courage which pulled him through, so it was the strong British fire, and the buoyant faith and courage of the little garrison of Mafeking which, through seven long months of siege, heroically outlasted the end, and was saved. "We can hold out with care."

"Handful of men that they were, they were British in heart and in limb; Strong with the strength of the race to command, to obey, to endure. Each of them, tonight as if hope of the garrison hung but on him."

These words, written of the defence of Lucknow, might have been written of our soldiers and citizen-soldiers of to-day, when the whole Empire rings with glad thanksgiving that "by the blessing of Heaven" and by the valor of our sons, gathered together from all parts of the world, may have been redeemed from suffering and from death, the waiting strength and stability of the Empire have been abundantly proved, the progress of a God-fearing people unimpeded, and the Kingdom of the Redeemer slowly but surely expanded. For, let it be remembered, that we are a Christian People—not fanatically carrying the Bible in one hand and the rifle in the other, yet going forth not forgetting God even in the day of battle, remembering Him in defeat or in victory; and we must carry with us, into new countries, under new circumstances, in new opportunities, that spirit of truth, justice, and charity, which, by the grace of God, made us what we are. If the Kingdom of Christ is not carried with us wherever we go, all our successes in life, all our victories, personal and national, will be of no avail for the consummation of the purpose of Almighty God. From the very first we have confidently commended our soldiers; and our sailors, and all who labour with them, and suffer with them, into the hands of a Righteous Father, because we are a Christian people; and because we mean to maintain the religion of our fathers. And though many be left sleeping beneath the sunny wind-swept hills of South Africa, though hearts are sorrowing at the last long "leave of absence" of comrades, child, father or friend, yet we can have it so; because we know that they have done their duty; and the same teaching which makes us sure our cause is right, bids us look for a blessed reunion of severed lives, and a happy restoration of suspended joy. It is not the time yet, perhaps, to speak of the lessons of this great war—it will be later when it is over. But right at the back of all our strength and success, is the strong conviction that our cause is true and just. It is as though God had said to us, as the angel said to Gideon, "Go in this thy night" (Judges vi. 14). Right at the foundation of all our lives, helping us to bear sorrow, aiding us in our prayers, sanctifying our thanksgiving, is our faith in Him, that He Himself is with us, that "underneath are the everlasting arms." If it were not so, if we did not firmly believe that we were simply justified in accepting the arrogant challenge of an erring and misguided Doer, we could not go on; our gallant soldiers and sailors could not have done what they have done; the nation could not have prayed for the success of our arms as it has done; we could not now offer our thanks to Almighty God for his great deliverance from a great danger. How appropriately came those words we have sung to-day in the 103rd Psalm—appropriate to the Nation appropriate to the individual—

"The merciful goodness of the Lord endureth for ever and ever upon them that fear him; and His righteousness upon children's children."

THE WAR IN SOUTH AFRICA.

NEWS BY THE PRESS MAIL.

THE SIEGE OF MAFEKING.

Tremendous excitement has been caused among the garrison by the presence of Colonel Plumer's force at Basuthaba and the vicinity, whence endeavours have been made to reconnoitre the interesting force around Mafeking. We hear frequently in the distance the rattle of musketry, the rapping of Maxim, and the booming of cannon. These sounds usually cause detachments to leave the enemy's laager, while the townspeople watch the evolutions with the keenest interest.

An attempt of this character was made by Colonel Plumer's force on Saturday. It was intended to reconnoitre to Basuthaba for the purpose of a demonstration and in order to discover the position of the Boers. The attempt was frustrated by the move contemplated. Fire hundred mounted men, with four guns in support, were pushed forward, and an attack was organized on "Game Tree Fort." A similar movement was supported by the artillery occupying the brickfield.

On Sunday, however, to the consternation of the garrison, Commandant Smyth informed Colonel Baden-Powell that permission was accorded him to secure the dead and wounded, as Colonel Plumer had left the valley strewn with Englishmen. The brutal surprise of the communication was a shock to the garrison. Ambulance and two guns were despatched. The Boer officer in charge of the escort and the ambulance returned. Troops proceeded seven miles beyond the outskirts of the town, whence the dead were conveyed by the Boers. The wounded prisoners have been taken to the laager at the eastern face of the town.

The Boer account was greatly exaggerated. Evidence points to the fact that the patrol was surprised and driven back, leaving the dead and wounded at the discretion of the enemy. The Boers surrendered three dead, informing the party that Captain MacLaren, Lieutenant Drews, and Trooper Murray were among the dead. The Boer officer in charge of the escort said that others were dead, but he could not find them. He admitted that in our attack on Saturday on Game Tree Fort two Boers were killed. He informed our men of the death of General Joubert. The situation is unchanged. To-day is quiet. Smyth reports this morning that Lieutenant Crows is dead.

In the absence of Commandant Smyth the Boer guns are silent, and the enemy are displaying an unusual desire to come to an arrangement with Colonel Baden-Powell relating to the surrender of the dead and the treatment of the wounded prisoners from Colonel Plumer's force. Dr. Botha, now acting as commandant, is well known in Mafeking, with which town he has maintained close relationship for many years. He has sent messages of cordiality and amity to Major Gold-Adams and other leading inhabitants. Flags of truce are returning to our lines after arranging for the removal of the dead. The war and progress, where possible, the unnecessary and unjustifiable bombardment of the town by heavy artillery, pointing out that retubation will overtake the Boer forces. The mitigation of our situation caused by his pacific measures is keenly appreciated, permitting greater liberty to the garrison after the trial of the protracted daily bombardment and short rations. We feel that deliverance is imminent and are anxious for information.

Smyth has returned to the laager, and the bombardment has been resumed, five guns being directed against our western defenses. We have no casualties. The wounded in the enemy's camp are progressing.

Mafeking, 7th April.
Lieutenant Frank Smithman, an Intelligence officer belonging to Colonel Plumer's force, arrived recently and is leaving to-night. Lieutenant Smithman offered to make the journey, but has not successfully accomplished for the purpose of carrying important despatches to Colonel Baden-Powell and becoming acquainted with the disposition of the enemy's forces and the condition of Mafeking. He was accompanied by a native diver who proceeded him carrying a rifle, the use of which the native claimed to be able to detect the presence of Boers. Lieutenant Smithman made the journey in two nights from Colonel Plumer's camp. The undertaking was without exciting incident until he reached the outlying defenses of Mafeking, when he found himself in trenches as distant from the town as that he concluded that they must be the enemy's. Lying quiet the diver, whose powers were sadly at fault, was unable to decide to whom the trench belonged. Presently, however, he discovered from conversation with some natives that these were our lines. Lieutenant Smithman, having completed his journey by delivering his despatches, stayed in Mafeking some days. The situation is unchanged. A vigorous bombardment is carried on at intervals.

Mafeking, 2nd April.
When our ambulance party went out to bring in the men killed in Colonel Plumer's reconnaissance they found only these bodies. Everything was done to identify the men, but they were quite strange to us. Their pockets had been removed. They had no papers on them to show who they were.

By runner to Gaborone, 16th April.
Lieutenant Smithman of the Rhodesian Regiment, returned for his work as a scout in the Matabele war, got to Mafeking through the Boer lines and returned to Colonel Plumer's camp on the 8th with Mafeking despatches. The town reported all well on the 8th.

ARRIVAL OF TROOPS AT BEIRA, 21st April.
The transports *Altamira*, *Maplecroft*, and *Eurydice* have arrived here with the Australian Bushmen under Lieut. Colonel Airey. There were on board 1,100 men with their mounts, about 1,200 mules, and innumerable transport vehicles. Both men and horses landed in splendid condition. The loss of horses since the transports sailed has been less than a dozen. The horses are being landed in paddocks provided by Messrs. Paulding, the contractors. The railway arrangements are quite adequate to meet the emergency.

The *Palatina* and *Bulawayo*, with railway material, are also in the harbour. The men will continue direct from the ship. During the next month 22 transports are expected, bearing large shipments of South American cattle for the troops.

The first base camp will be at Marandellas, 24 miles from Salisbury. The camp is now ready for occupation.

THE PRISONERS AT ST. HELENA, 16th April.
The whole of the Boer prisoners brought by the *Milwaukee* were landed to-day and sent in two batches: first the officers and then the men to the camp which has been prepared for them at Deadwood. The men were very dirty and poorly clad, but all seemed cheerful and glad to get ashore. The march to Deadwood occupied three hours, and there were many struggles, wearied with their long confinement on board ship, who were placed in the ambulances which accompanied the party. Even these, however, were in good spirits.

The prisoners were met at the camp gate by the life band of the 3rd West India Regiment, which played them in. The prisoners are all pleased with the healthy situation of their new quarters.

Four more cases of enteric fever have been sent to the station hospital, making six cases altogether, with there are nine patients suffering from measles, including one officer.

Half the population of the island came into the town to see the unique spectacle of the landing of the Boers and their departure for Deadwood, but there was no demonstration such as greeted the German *Schlei*, on his way to High Knoll Citadel yesterday, when the sailors and soldiers who met him on the road at once started singing "Rule Britannia" and "Soldiers of the Queen." *Schlei* was released from the citadel to-day and sent to join the other prisoners at Deadwood.

WESTERN FRONTIER.
Capetown, 17th April.

A correspondent at Upington telegraphs on the 14th inst. as follows:—

A sharp engagement occurred yesterday at a point over the Orange river near Dracochender, which was held on the north side by Captain Green and 40 of Orpen's Horse. The fighting lasted from 11 to 6. There were 200 Transvaalers, but our men' several of whom were dead shot, beat them off with a loss on our side of one killed and two wounded, one mortally. The enemy were collecting their dead and wounded all night, and asked for a doctor and ambulance.

General Settle congratulated Major Orpen on the conduct of his men. It is supposed that the enemy were Transvaalers who slipped into Griqualand when Lord Kitchener entered Pretoria.

The High Court to-day resumed its trial of the rebel leaders who are awaiting trial at the Criminal Sessions.

The Court also decided that a tenant who had to leave his premises during the siege owing to military order or as the consequence of shelling or for other reasons was not liable for payment of rent.

Justice Lawrence was on the bench. **SCHREIBER AND KIMBERLEY'S DEFENCE.** Kimberley, 18th April.

The Beaufort West Town Council has published a correspondence with Mr. Schreiber to the same effect as that which passed between the premier and the Kimberley Town Council and has already been published. Writing on June 17, Mr. Schreiber said he did not consider that there was any reason to anticipate the invasion of the colony, and he did not think that the taking of special steps to provide additional defences was either necessary or expedient. The council expressed a regret that on September 18, and Mr. Schreiber replied on the 21st by saying that the Government had not overlooked the position, but there was no necessity to make a call on the inhabitants to undertake their own defence or to distribute arms and ammunition among them.

THE SIEGE OF CAPE COLONY.
Van Wyk's Vlei, 18th April.

General Settle, with his chief staff officer, Major Heath, and Lieutenant Colonel Hughes of Canada, the Chief Intelligence Officer, arrived here to-day en route to Carnarvon and Victoria West from Upington.

General Settle left Cape River station on March 5 and marched to Keiskamma, where he proceeded to Pekaia, leaving General Settle in command. Thence the latter proceeded to Pekaia, where he arrived on Friday morning, March 30, detachment went westwards towards Great Falls, on the Orange River, and arrested the Rev. Mr. Schroeder and other natives.

In 25 days General Settle's forces had to march nearly 400 miles. They had met and defeated the enemy at Schalkspan, or Zoutspan, and Witteboom. They had turned the enemy's flank and threatened his rear at Doornburg Nek, chased him over the punt at Kogea's, and driven him from Upington, capturing upwards of 150 men, with rifles, horses, and supplies. The entire war committee at Upington, except one man who had gone to the Transvaal, were also taken, and are now imprisoned. They are the Rev. Mr. Schroeder, H. P. Stoyan, P. Jacobs, G. Koetzie, and G. Schalkwyk.

Colonel Plumer, with his intelligence corps, rode 68 miles from Thursday morning to Friday morning. He crossed the point under fire at Upington, took 11 prisoners in arms, and disappeared 100 miles.

Major Orpen is now in command in Gordonia district, and law and order are now being rapidly restored.

Carnarvon, 20th April.
General Settle and his staff arrived here yesterday from Upington and are leaving for Victoria Road to-day.

FEVER AT MAFEKING. Pretoria, 18th April.

A message despatched yesterday from a Boer source at Mafeking reports that fever is decimating the British garrison in Mafeking.

NEWS VIA COTTON. Calcutta, 5th May.

Lady Curzon has given £100 worth of woollen clothing to be distributed under Lord Roberts' orders, to the camp-followers in South Africa.

CAPTURE OF BLANDFORD, EXPECTED BY INFANTRY. London, 4th May.

General Tucker, commanding the 9th Division, and General Pole-Carew, commanding the Guards, were in command of the forces at the capture of Blandford. Owing to the diversion of the Cavalry to the assistance of General Hamilton, the occupation of the town was effected by the Infantry, after a three days' march, who took the enemy entirely unawares.

The Boer correspondent declares that Commandant Delany drove the British back from the entrenchments at Blandford.

OFFER OF A LOAN FROM THE TRANSVAAL. Pretoria, 17th April.

The Transvaal Government, as soon as the award of the Peace Arbitration Tribunal became known, offered to lend Portugal the amount of the offer, however, was courteously declined, and that the money had already been provided.

The Transvaal Government intends to protest against the sending of prisoners to St. Helena. Numerous memorials have been received from burghers on the subject.

The Government has acknowledged Lord Roberts' letter of sympathy on the death of General Buller.

The State Secretary declares that the Government has taken no resolution regarding the blowing up of the mines.

Larry.—Do you remember our great triumph that we had run a kiffin boat at him? Will he kin lick the bond alley by himself now? Deny—That brought about his change? Larry—Was told a grange ribbon around his neck.

THE "STAR" FERRY COMPANY, LIMITED.

The following is the report for presentation to shareholders at the second ordinary annual meeting to be held at the Company's office, No. 1, Connaught Road, at noon, on Wednesday, the 23rd day of May, 1900:—

The directors have the pleasure to submit to shareholders their report with a statement of accounts for the year ending 30th April, 1900.

The net earnings of the boats after paying all working expenses were \$25,845.55 against \$24,122.18 last year, being an increase of \$1,723.37.

The amount at credit of profit and loss account after paying for repairs and making good the loss on forged scrip referred to below was \$14,619.50, which, with the approval of share holders, it is proposed to appropriate as follows:—

Dividend of \$1.05 cents per share at the rate of 12 per cent. per annum 10,500.00
Write off turbotills 224.55
Transfer to reserve fund 2,000.00
Carry forward to new account 894.95

The directors much regret having had to pay a sum of \$4,652.50 for the purchase of share certificates to the extent of 250 shares which had been fraudulently issued by one of the clerks and for which they were advised the Company was liable.

BOATS.
Two new double-enders similar to the *Morning Star* were contracted for in August last and the first of them is expected to be delivered next August. The question of insuring the boats has received full consideration and in view of the heavy premium required and the immunity from serious accident in the past the Board are of opinion the risk should be borne by the Company itself and provided against by additions to the reserve fund.

DIRECTORS.
Mr. E. S. Wheeler having resigned, his place has been taken by Mr. J. A. MacLay. Mr. P. Socha retires in accordance with the Articles of Association but being eligible offers himself for re-election, and the appointments of these gentlemen require confirmation.

ADDITOR.
Mr. W. H. Potts has audited the accounts now presented and the directors recommend him for re-election.

C. P. CHATER, Chairman.

BALANCE SHEET, 30th APRIL, 1900.

MAINTENANCE.

To capital 100,000.00
To reserve fund as per last account \$2,000.00
To transferred from profit and loss 2,000.00

By unpaid dividend 3.75
By accounts payable 16,283.00
By balance of profit and loss account 894.95

ASSETS.

By 4 ferry boats, per last account \$70,455.00
By payments on account of two new double-enders 16,750.00

By goodwill as per last account 10,000.00
By accounts receivable 132.47
By Hongkong and Shanghai Bank 19,361.18

By Hongkong and Shanghai Bank No. 3 3.75
By cost of 8 turbotills 1,224.55
By less written off 224.55

By cash in hand 1,000.00

PROFIT AND LOSS ACCOUNT.

To repairs and alterations to boats 7,422.08
To loss on forged share certificates 4,652.50

To balance brought forward 16,283.00
Directors' and auditors' fees 31,000.00
Dividend of 12 per cent. on 100,000 shares 12,000.00

Dividend of 6 per cent. on \$25,000 for 6 months 1,500.00
Written off turbotills 224.55
Accrued interest on 2,000.00
Carried forward to new account 894.95

RESERVE FUND.

To balance 4,000.00
By transfer from profit and loss account 2,000.00

By balance from last account 2,000.00
By transfer from profit and loss account 2,000.00

EDWARD OSBORNE, Secretary.

An important discovery has just been made by an Italian officer, Colonel Cornara, from which it would appear that water has a very high explosive power. Water if subjected to great compression and then decomposed by means of an electric current into its elements oxygen and hydrogen, explodes with tremendous force in the process. Colonel Cornara succeeded by these means in producing in water an explosive force fifty-five times greater than that of ordinary gunpowder, and twenty-eight times greater than that of dynamite. The new explosive, to which he has given the name of Cosmo, entails no danger upon the person using it. A company has been formed at St. Marcel close to Turin, for the manufacture of the explosive water cartridges, which, if the experiments are to be treated, will play an important part in war and commerce.

YUBARI AND SORACHI COALS.

HOKKAIDO TANKO TETSUDO KAISHA.

(HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL. ANNUAL OUT.

YEN 12,000,000 800,000 TONS.

PORTS OF EXPORT.

OTARU AND MURORAN.

The celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otaru, Muroran, Shanghai, Hongkong, and other principal ports.

OFFICE: MINAMI-1DAMACHI, TOKYO, JAPAN.

Telegrams: "YUBARI" TOKYO.

HUGHES & HUGHES, Agents for Hongkong.

INTIMATION.

WANTED.

MODERATE RENTED HOUSE in Central District from November 1st, 1900. A considerable term of lease may be taken. Address full particulars to—

B. C. C., Care of Daily Press, Hongkong, 14th May, 1900. [1466]

STEWARDESS WANTED.

APPLY to the Offices of the PACIFIC MAIL S. S. CO. C. L. GORHAM, Acting Agent, Hongkong, 19th May, 1900. [1527]

WANTED.

WITH possession about the latter part of June next, a FIRST FLOOR in QUEEN'S ROAD CENTRAL, or vicinity, with 4 to 6 Rooms, for a Dwelling. X. M., Care of Hongkong Daily Press, Hongkong, 19th May, 1900. [1628]

CAUCUTTA CASTOR OIL.

A WARNING.

FIRMS buying CAUCUTTA CASTOR OIL are warned against the practices of some of the Chinese Compradors who are selling inferior CASTOR OIL made in Shanghai, which is packed in tins and cases similar to those in which the CAUCUTTA CASTOR OIL is sold.

D. GOTLA CO., No. 22, Peel Street, Hongkong, 19th May, 1900. [1529]

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D. GOTLA CO., No. 22, Peel Street, Hongkong, 19th May, 1900. [1529]

PORTLAND CEMENT.

J. B. WHITE & SONS.

SOLE AGENTS FOR CHINA.

HOLLIDAY, WISE & CO.

NOTICE.

DURING the Temporary Absence of our Manager, Mr. EUGENE BRENNER, Messrs. GUSTAVE KOENIG and FRITZ PATHEY will sign for our Firm jointly per Procuration.

J. ULLMANN & CO.

NOTICE.

DURING the Absence of our Mr. A. G. GORDON from the Colony, Mr. JOHN A. STOPANI will sign our Firm per Procuration.

GORDON & CO.

WANTED.

REMINGTON TYPEWRITER. New or Second-hand if in really good order. Apply to G. H. Care of Daily Press Office, Hongkong, 15th May, 1900. [1481]

BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company in Canton and Macao, are prepared to ACCEPT FIRE AND MARINE RISKS at Current Rates.

HERBERT DENT & Co.

TO LET.

COMFORTABLE FURNISHED ROOM at Kowloon. Terms moderate. Apply—

H. Care of Daily Press Office, Hongkong, 15th May, 1900. [1480]

NOTICE OF REMOVAL.

I HAVE This Day REMOVED my Residence from No. 65, Praya East, to No. 7, LEXINGTON HILL ROAD.

L. MALLORY.

From the 1st July.

NOS. 5, 7 & 9, ZETLAND STREET.

Suitable for Offices and Dwellings, together with the use of a Godown if required. For particulars apply to—

Messrs. DAVID SASSOON, SONS & CO.

Cartridges.

NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless

NEW ADVERTISEMENTS

STEAMSHIP "INDUS"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.
CONSIGNEES of Cargo from London and Havre, via S. Dordogne and Bordeaux ex s.s. *Ville de Cotte* and *Ville de Valenciennes* in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Limited, at Kowloon, whose delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before SATURDAY, the 19th instant, at NOON, requiring it to be landed here.
Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after SATURDAY, the 26th instant, at NOON will be subject to rent and landing charges.
All claims must be sent in to me on or before the 26th instant, or they will not be recognized.
All damaged packages will be examined on FRIDAY, the 25th inst., at 3 P.M.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agents.
Hongkong, 19th May, 1900. [154]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, Port Said, Aden, KARRACHI, BOMBAY, PENANG, AND SINGAPORE.

THE Steamship

"INDIA,"
having arrived, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whose delivery may be obtained.

This Vessel brings Cargo—
From Trieste, ex s.s. *Imperatrix* and *Imperator*, transhipped at Bombay.

From Venice, ex s.s. *Corfù*, *Messiniana* and *Electra*, transhipped at Trieste.

From Levanto, ex s.s. *Venezia*, transhipped at Port Said.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent into the Office of the Undersigned before NOON, on the 25th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELE & Co.,
Agents.

Hongkong, 18th May, 1900. [1538]

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undersigned Banks will be CLOSED for the Transaction of Public Business on THURSDAY, the 24th instant, the anniversary of the Birthday of her Gracious Majesty the Queen.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
D. W. GILMOUR,
Acting Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
H. M. BEVIS,
Acting Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCHANTS BANK OF INDIA, LIMITED,
JOHN THURBURN,
Manager, Hongkong.

For the Banque de l'Indo-Chine, Hongkong Agency,
L. BERINDOAGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED,
HONGKONG BRANCH,
J. C. BERGENDAHN,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,
S. CHOH,
Manager.

For the IMPERIAL BANK OF CHINA,
E. W. BUTLER,
Acting Manager.

For the DEUTSCH-ASIATISCHE BANK,
H. SCHOTTLANDER,
Acting Manager.

Hongkong, 21st May, 1900. [1541]

WANTED.

BOARD and LODGING at the PEAK.

Apply, stating terms, to—
F. H. MAY,
Care of Daily Press Office.

Hongkong, 21st May, 1900. [1542]

GOVERNMENT NOTIFICATION.

No. 240.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department on MONDAY, the 29th day of May, 1900, at 3 P.M., are published for general information.

By Command,
F. H. MAY,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 12th May, 1900. [1378]

Particulars and Conditions of the Letting by Public Auction, to be held on MONDAY, the 29th day of May, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of Six Lots of Crown Land at Mong Kok Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

PARTICULARS OF THE LOT.

Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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SPECIAL ARTICLE.
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THE NAVY AND THE EMPIRE,
BY
W. LAIRD CLOWES
(Author of "The Royal Navy," &c.)III.
THE LUCK OF THE NAVY.

The naval history of the year 1899 is very discreditable to England. Vice-Admiral Henry Killigrew held command in the Mediterranean, and, although he had at his disposal an Anglo-Dutch fleet of superior strength, he suffered a French fleet from Toulon to elude him, and to make rendezvous with another French force in the Channel. In the meantime, a British squadron under Shovel was anxiously detached from the Channel fleet, and sent to Irish waters. The result was that in June, Admiral Lord Torrington, Commander-in-Chief in the Channel, had under his orders only fifty-six ships, English and Dutch, whereas Comte de Toulon disposed of sixty-eight French ships. On June 30th was fought the battle of Beachy Head. Torrington did well. Torrington did very indifferently, though Ashby and Delaville's divisions distinguished themselves. The action caused, or ultimately led to, the loss of eight or nine vessels of the allies, who were chased by Channel by the victors, and driven to take refuge in the Thames. Some time afterwards Torrington wrote: "Most men were in fear that the French would invade, but I was always of another opinion, for I always said that, whilst we had a fleet in being, they would not dare to make an attempt." This is the origin of a remarkable expression, which has often been misinterpreted and misused, especially by the late Vice-Admiral Colomb. A "fleet in being" certainly has a deterrent power when it is a fleet still full of light and anxious to get at the enemy; but a fleet is hardly a deterrent when it has run half-past-stricken into an entanglement, and prepares to remove the bags behind it. Such is the undignified situation in which Torrington's fleet found itself during all the middle of July. Everything outside the Thames was left at Toulon's mercy. The French might have intercepted Killigrew, who was hastening home from the Mediterranean, or Shovel, who was returning from Ireland; or they might have laid almost anywhere on the south coast. All they did, however, was to make a modest raid at Teignmouth, and to seize Torquay and Plymouth. Torrington attributed the country's immunity from invasion in those dark days to the effect of his beaten and demoralized "fleet in being." It seems to me that we are far more beholden to the folly and pusillanimity of the French, and to the extraordinary luck—I can think of no other word—which has overt and over again befriended our country in matters naval, and which has prevented us from paying the full penalty for our worst displays of short-sightedness and mismanagement. I do not use the term "luck" in an offensive or irreverent sense. I merely mean that our immunity was not due to the nature of our preparations, or to the tactics of our commanders, but that it came to us in spite of both. Often and often that "luck" has saved us from the consequences of our negligence, and I am afraid that we are rather inclined to believe that it is a factor which must always help the cause of Britain. I know not why we should cherish any such fond creed. God is in the habit of helping those who help themselves; and trust in luck has never yet been held to be a reasonable trust, such as is a trust in good ships, trained men, and dry powder. It was certainly not owing to our own activities and despatch that we escaped invasion.

TWO LUCKY ESCAPES.

We were extraordinarily and undeservedly lucky again in 1779, both in the West Indies and in home waters. In the West Indies, Vice-Admiral the Hon. John Byron encountered the Comte d'Estaing. Off Grenada, made the unexpected discovery that the enemy was in superior force, wisely mismanaged his attack, suffered heavily, and would have totally lost at least three ships if d'Estaing had not happened to be one of the most incompetent of his generation. Byron had to admit that he would probably have been unable to save the *Commodore*, *Griffin* and *Lion*, had the French pressed their advantage; and the great Suffolk, who was one of the French captives, wrote: "Had our admiral's seamanship equalled his courage, he would not have allowed four damaged ships to escape." Mahan describes his action off Grenada as "the most disastrous, viewed as an isolated event, that the British navy had encountered since Beachy Head in 1690." Yet, such was our luck, France reaped no results from her successes. She might almost have driven us out of the West Indies.

In the same year we ought to have been invaded, if only our enemies had had dash and spirit. Spain had joined France against us, and we had only about forty-six ships in the home sea. France concentrated 50,000 men at St. Malo, and, in conjunction with her navy, dispatched a fleet of sixty-six sail into the Channel. The French, I grant, were unskilful, and the Spaniards were probably not so efficient as they should have been; but, numerically, the *Orion* was fully half as strong again as Sir Charles Hardy when, in August, the enemy appeared off Plymouth, and to proceed himself inside the British fleet, which was off Scilly. It looked as if Hardy must be beaten off. Panic reigned in England; and all horses and cattle were ordered by royal proclamation to be driven from the coast; Plymouth Sound was bombed; and the greatest anxiety was felt, not only for Hardy, but also for several rich convoys which were then homeward bound. "What a humiliating state is our country reduced to!" wrote Jervis, afterwards Lord St. Vincent. "Yet the anticipated catastrophe did not follow." Not their own preparations," says Mahan, "but the inefficiency of their enemies, in counsel and in

preparation, saved the British Islands from invasion." French hesitation, and a strong east wind, at length put an end to the immediate danger. The allies were driven out of the Channel; they sighted Hardy, but failed to bring him to action; and on September 3rd the British fleet got safely into Spithead. Ere the enemy could get back again, his chances had disappeared.

The mistakes made by the Government on that occasion were two. Firstly, the natural probability of an alliance between the two Bourbon kingdoms had not been sufficiently realised and guarded against; and, secondly, measures had not been taken for preventing a junction between the Spanish and the French fleets. Hardy's force would have sufficed to blockade *Orion* in Brest, and at the same time to deter M. de Cordova from endeavouring to cruise along the Channel. The only tangible success won by the foe was the capture of a single 64-gun ship, the *Ardent*.

THE GREATEST NAVAL GLORY OF OUR CIVIL HISTORY is the battle of Trafalgar; but even Trafalgar must be regarded as, to some extent, the gift of luck. I mean that if Napoleon had succeeded in carrying out the naval combinations which he ordered M. de Cordova from endeavouring to cruise along the Channel. The only tangible success won by the foe was the capture of a single 64-gun ship, the *Ardent*.

After we had finished our quarrel with France we were still lucky. Between 1812 and 1815 we were in conflict with the United States of America. During the previous two years we have been fighting half Europe, and we had come to believe that British arms, at least upon the sea, were well-nigh invincible. We had beaten again and again French, Spanish, Dutch, and Danish, sometimes with, and sometimes without great numbers, as we are accustomed to have been our success; but we had been so lately so much of a contempt for all our foes. The Americans began the war by teaching us plainly and persistently that, officers for officers, and men for men, they were as good as we were, and that their ships were even better than ours of the corresponding class. After the first few months of strife, the *Arcturion*, one of the leading English shipping papers, wrote:—"The public will learn, with sentiments which we will not presume to anticipate, that a third British fleet has been struck to an American. This is an occurrence which calls for serious reflection. This, and the fact, stated in the paper of yesterday, that *Logan's* *Letter* contains notice of the capture of a hundred British vessels, captured in seven months by the Americans—300 merchantmen and three frigates! Can these statements be true? and can the English people bear them unmoved? Anyone who had predicted such a result of an American war this last year would have been treated as a madman or a traitor. He would have been told, if his opponent had condescended to argue with him, that, long as seven months had elapsed, the American flag would be swept from the seas, the contemptible navy of the United States annihilated, and their maritime greatness rendered a heap of ruins. Yet, down to this moment, not a single American frigate has struck her flag."

was a steamer, for the *Sanspareil*, though nominally a screw vessel, was too defective in her machinery to have been depended upon. Not a gun could have been fired from the French line-of-battle-ships; in fact, their decks were so crowded that it was difficult even to an individual to make his way through the dense mass of soldiers upon them. The convoy amounted to several hundred transports, full of troops, with-out means of defence, and depending upon the war vessels for protection.

When I explain that, in Sebastopol, the Russians then had sixteen sail of the line, and eleven steam frigates, besides other craft, and that the Russian admiral begged in vain to be allowed to attack the allies upon their voyage, it will be seen how great was the danger from which, through no merit of our own, we escaped.

It is well that we should ever bear in mind these facts, and the others to which I have ventured to call attention; but I am afraid that we generally forget most of them, and that we have not properly learnt the lessons of history. We commonly boast about a great many so-called triumphs, the true reason of which we do not pause to understand; we despise foreign navies almost as much as our own, and we trust in our luck with a childish confidence which is pathetic. If we would avoid a grievous naval disaster, we must alter all that.

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Dandi & Co.'s Office, behind Messrs. Shewan,
Tomes & Co.'s premises.
Hongkong 1st May, 1900.

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THE HONGKONG TIMBER YARD
(established in 1852), has this day been
removed from No. 65, Praya East, Marine
Lot 109, to Island Lot 1,509, BOWINGTON
CANAL, near the Leighton Hill Road Bridge
and opposite the Lee Sun Sugar Refinery.
L. MALLOYE.
Hongkong, 1st May 1900. [132]

NOTICE OF REMOVAL.

THE MUTUAL STORES will occupy
their New Premises, Nos. 8 and 10
D'Aguiar Street, on MONDAY, the 14th
instant.
Hongkong, 12th May, 1900. [149]

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Onoda Cement Company,
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MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.
Hongkong, 19th August, 1899. [274]

SHANGHAI CLUB.
WANTED.

A EUROPEAN HOUSE STEWARD.
Salary, \$150 per month, Board and
Lodging, and Uniform.
Applications, together with testimonials, to
be sent to "THE SECRETARY, Shanghai Club,"
C. G. CLOSE,
Secretary, Shanghai Club,
Shanghai, 20th April, 1900. [149]

JOHN JAMESON
AND SONS' DUBLIN
"OWN CASED" VERY OLD
BLACKBOTTLE
WHISKY.
Please see you get it with
Metal { BLUE—One Star.
PINK—Two Stars.
Capsules { GOLD—Three Stars.
OF ALL DEALERS.
Sole Export Bottling Agents to J. J. & S.
C. DAY & CO., LONDON. [56]

BUSINESS NOTICES

易藥館芝蘭
KWONG CHI KOON
DISPENSARY.

街欄樂城省東
CHEONG LAN STREET, CANTON.

子甲水歲年金...
創開年四拾陸百什年英大

ESTABLISHED 1844.

記為祥吉意



Trade Mark
KWONG CHI KOON
DISPENSARY.

CHEONG LAN STREET, CANTON.

ESTABLISHED 1844.

油意如 UNVALUED U I YAU

or "AS YOU WISH OIL."
Price at \$1.00 per bottle.
0.50 per bottle.
0.25 per bottle.

散開通 TUNG KWAN SAN, or "Army
Medical Powder," 50 cents per bottle.

散打跌 TIT TA SAN, or "Falling and
Bruising Medical Powder," Price at
50 cents per bottle. Made from the best
selected medicine to be used for the above
Oil and Powder.

散及油造製油藥好選

KWONG CHI KOON is one of the largest
Native Drug shops in Canton, employing
about 300 men. The Proprietor, Mr. U Yau
Ting, is a man of great energy and business
capacity, and is also very lenient, giving
away thousands of dollars worth of medicine in
charity, usually with an eye to the main ob-
ject. He has many testimonials as to the
efficacy of his medicines from clinicians, scholars
and business men. Like the Chinese generally
he has great faith in medicine, and is desirous of
extending his business to foreign countries,
giving people of western lands the benefit of his
medicines.

He has submitted to me the formulae of some
of his preparations for examination, giving full
explanation as to the medical virtues of the
ingredient. I have found the Tung Kwan San
or Army Medical Powder and the TIT TA SAN
or Falling and Bruising Medical Powder com-
posed of Musk, Borneo Camphor, Balausta, two
kinds of gum, with red oxide of mercury and
yellow sulphide of arsenic, animal and vegetable
chemicals, which are known in western phar-
macy. Besides this it contains gold leaf, tiger and
dragon bones, shavings of antelope and rhinoceros
horns, which I have shown him that chemical
science proves to be inert. He proposes to omit
from the medicine prepared for foreign use.

The medicine is to be chiefly used as a steri-
lizer, as it is put in use in great quantities
which is as can be injected into the nostrils.
The small amount of oxide of mercury and
sulphide of arsenic will not be dangerous used
in this way.

(Signed) J. G. KERR,
Canton Hospital.

Directions are given according to the Chinese
method of using the medicines.
The nature of the oil is very mild, but its
action is exceedingly good, possessing won-
derfully curative effects in both internal and
external diseases. As it is an invaluable medi-
cine it should be kept on hand ready for use by
all persons, whether at home or abroad.

DIRECTIONS.
For external use rub the oil on the temples,
forehead, between the eyebrows, back of the
neck, and on the chest and back, on the
abdomen or wherever the pain or soreness is
located. It must be rubbed on for 3 or 4 hours.
For toothache put a little in the tooth on cotton
and rub on the gums. The oil has medicinal
effects in headache, fainting, cold, sore throat,
stomach-ache, colic pains, rheumatism, num-
bness of the limbs, pain in the back, cramp,
local swelling and inflammation, rheuma-
tism, toothache, pain in the head and con-
vulsions after childbirth, prickly heat, boils,
and mosquito bites.

Internally the dose is five drops in a little
water, and it is to be repeated every two or
three hours, at the same time using it exter-
nally.

The proprietor of the Kwong Chi Koon
Drug Store of Canton has placed in his hands
for examination a number of his preparations
with the receipt for each.

His "U I YAU" or "As you wish Oil" has a
wide circulation and is very much used. It is
composed of aromatic and stimulant herbs and
barks, most of which are well known in our
pharmacopoeia, together with pinguin (a costly
kind of camphor) bismuth, opium, with two
or three other less known articles, but none
of the objectionable substances which enter
into many Chinese medicines. It is one of the
combinations which has real merit and it is
not strange that it has obtained so wide a
reputation for the relief of maladies for which
it is recommended.

(Signed) Doctor J. G. KERR,
Canton Hospital.
(China.)

Any order please apply to—
Messrs. BARTLY & Co.,
No. 19, Queen's Road Central,
Hongkong.

Who are appointed Sole Agents for the sale
of our Goods.
KWONG CHI KOON.
Hongkong, 5th May, 1899. [1372]

BOMBAY-BURMAH TRADING COR-
PORATION, LIMITED.
BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS AND SCAN-
TUNGS, PLANKED, TONGUED, AND GROOVED
BOARDS, FOR FLOORING, CEILING, WALLING,
PINK SHINGLES FOR ROOFING,
RAILWAY SLEEPERS for all
Gauges.
Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
Hongkong, 3rd May, 1895. [1220]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via Ports of Call.	COROMANDEL	Brit. str.	—	P. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 26th inst. at Noon.
LONDON via SUEZ CANAL	PATROCLOS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 26th inst.
LONDON via SUEZ CANAL	ADAMANTON	Brit. str.	—	Nieh	BUTTERFIELD & SWIRE	On 12th June.
LONDON via SUEZ CANAL	ANTHOS	Brit. str.	—	M. H. F. Jackson	BUTTERFIELD & SWIRE	On 26th June.
LONDON	JAPAN	Brit. str.	—	K. Wright, R.N.R.	P. & O. S. N. Co.	On or about 22nd inst.
LONDON	BENLARI	Brit. str.	—	Kroble	GIBB, LIVINGSTON & CO.	On 24th June.
LIVERPOOL DIRECT via SUEZ CANAL	IDOMENEUS	Brit. str.	—	Riley	MELCHERS & CO.	On 30th inst. at Noon.
BREMEN, via Ports of Call.	HAMBURG	Ger. str.	—	F. L. Schless	MELCHERS & CO.	To-day, at 1 P.M.
MARSEILLES, &c, via Ports of Call.	OCEANUS	Ger. str.	—	Prall	MELCHERS & CO.	On or about 4th June.
MARSEILLES, &c, via Straits, &c.	MAIAYA	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 1st June, at Daylight.
HAYRE & HAMBURG	HAKATA MARU	Ger. str.	—	Encha	CARLOWITZ & CO.	On 6th June.
HAYRE & HAMBURG	SAMBA	Ger. str.	—	Burmester	CARLOWITZ & CO.	On or about 21st June.
HAYRE & HAMBURG	PREIBURG	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 24th June.
NEW YORK via SUEZ CANAL	DEUMOND	Brit. str.	—	Feyen	DODWELL & CO. LIMITED	On or about 6th July.
NEW YORK via SUEZ CANAL	GOODWIN	Brit. str.	—	O. J. A. Jackson	CARLOWITZ & CO.	On or about 15th June.
VICTORIA, B.C. & TACOMA	EMERSON OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 2nd June.
VANCOUVER, via SHANGHAI, &c.	CITY OF RIO DE JANEIRO	Amr. str.	—	E. W. Haswell	DODWELL & CO. LIMITED	On 6th June.
POBLAND, OREGON, &c.	DORIS	Brit. str.	—	St. John George	PACIFIC MAIL S. S. CO.	On 14th July.
SAN FRANCISCO via SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	C. C. Talbot, R.N.R.	O. & C. S. S. CO.	On 8th June, at Noon.
SAN FRANCISCO via SHANGHAI, &c.	STRATFORD	Brit. str.	—	J. Thom	BUTTERFIELD & SWIRE	On 31st inst. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	KASUGA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
AUSTRALIAN PORTS	ROSETTA	Brit. str.	—	M. Takahashi	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
YOKOHAMA, via NAGASAKI & KOBÉ	FUTAMI MARU	Jap. str.	—	G. Heusermann	P. & O. S. N. Co.	To-morrow, at 4 P.M.
NAGASAKI, KOBÉ & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	Outerbridge	BUTTERFIELD & SWIRE	On or about 25th inst.
KOBÉ & YOKOHAMA	MIKAWA MARU	Jap. str.	—	I. Sato	MITSUI BUSSAN KAISHA	To-day, at 4 P.M.
SHANGHAI, CHEMULPO & NAGASAKI	LYEEMOON	Ger. str.	—	T. Ogata	MITSUI BUSSAN KAISHA	To-morrow, at Noon.
SHANGHAI	KWEIANG	Brit. str.	—	Weirall	JARDINE, MATHESON & CO.	On 27th inst. at Daylight.
SWATOW, CHEFOO & TIENTSIN	ANFONG MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
SWATOW, AMOY & TAIWANPOO	MAISANT MARU	Jap. str.	—	S. Kawamura	NIPPON YUSEN KAISHA	To-morrow, at Noon.
SWATOW, AMOY & TAIWANPOO	KASUGA MARU	Jap. str.	—			
MANILA	MARIE JENSEN	Ger. str.	—			
AMOY, SINGAPORE, SAMARANG & SOERABAYA	MIKE MARU	Jap. str.	—			
BOMBAY, via SINGAPORE & COLOMBO						

SHIPPING.

ARRIVALS.
 May 18, MINNIE, British str., 1,902, R. S. W. Pang, Harry 3rd April, Coal.—DODWELL & CO., LD.
 May 19, INDUS, French str., 6,330, Duchateau, Marcellin 15th April and Saigon 16th May, Mail and General.—MELCHERS & CO. MARITIMES.
 May 19, LYNNMOON, German steamer, 1,258, Heusermann, Canton 18th May, General.—SIEMSEN & CO.
 May 19, FUSUN, Chinese str., 1,504, W. H. Lout, Shanghai 16th May, General.—CHINESE.
 May 19, KAUSAKO, British str., 1,410, T. A. Mitchell, Saigon 15th May, Rice.—JARDINE, MATHESON & CO.
 May 19, KONA BENG, British str., 802, F. W. Jodin, Bangkok via Koh-si-chang 15th May, General.—CHINESE.
 May 19, KASUGA, British str., 1,158, Sommerfeld, Tientsin 15th May, General.—BUTTERFIELD & SWIRE.
 May 20, BAMBRO, German steamer, 2,660, H. Jacobs, Shanghai 16th May.—CARLOWITZ & CO.
 May 20, HAINAN, British steamer, 626, A. E. Hodges, Swatow 15th May, General.—DODWELL & CO.
 May 20, OCEANUS, French steamer, 2,050, M. Schuiz, Shanghai 21st May, Mail and General.—MELCHERS & CO. MARITIMES.
 May 20, KWANGLOO, Chinese str., 1,505, Lin-cou, Canton 20th May, General.—CHINESE.
 May 20, LEONARD, British steamer, 855, C. F. Corbett, Shanghai 15th May.
 May 20, FUKUKANG, British str., 587, Anderson, Chinkiang 15th May, General.—JARDINE, MATHESON & CO.
 May 20, KWEIANG, British str., 1,054, Outerbridge, Canton 20th May, General.—BUTTERFIELD & SWIRE.
 May 20, PHONON, German steamer, 632, Meyer, Canton 20th May, General.—SIEMSEN & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 17th May
 Heusermann, British str., for Saigon.
 Tuffe, German str., for Saigon.
 Hongkong, French str., for Haiphong.
 Progress, German str., for Tientsin.
 Clara, German str., for Haiphong.
 Hatching, British str., for Swatow.
 Hatching, French str., for Haiphong.
 Wungko, British str., for Bangkok.
 Lady Joyce, British str., for Batavia.
 Tansai Maru, Jap. str., for Swatow.

DEPARTURES.

May 18, SANTA CRUZ, Amr. str., for Yap.
 May 18, THISTLE, Australian str., for Moodyville.
 May 18, HENRI, Norwegian str., for Hongkong.
 May 18, LEONARD, British str., for Bangkok.
 May 18, WOSANO, British str., for Shanghai.
 May 18, YUKO MARU, Japanese str., for Canton.
 May 18, FUSUN, Chinese str., for Canton.
 May 18, DIAMANTE, British str., for Manila.
 May 18, INDUS, French str., for Shanghai.
 May 20, FASZ, British torpedo boat, for Weihaiwei.
 May 20, TANSU MARU, Jap. str., for Swatow.

VESSELS IN DOCK.

ABERDEEN DOCKS.
 Kowloon Dock, Taiyuan, U.S.S. Montevideo, U.S.S. Brooklyn, U.S.S. Commodore.
COMMERCIAL DOCK.
 Independent, Devonport, Hongkong.

SHIPPING REPORTS.

The British steamer *Redfox*, from Shanghai 15th May, had light S.W. wind, S.W. wind and force 2 to 3.
 The British steamer *Kong Kong*, from Bangkok via Koh-si-chang 15th May, had light southerly and easterly winds with fine weather throughout.
 The British steamer *Faraway*, from Saigon 15th May, had light N.E. breeze to Paracel Islands; from thence to Port Light S.W. and W. breeze and fine weather.
 The British steamer *Hainan*, from Swatow 18th May, had moderate S.W. winds, dark cloudy weather with passing rain showers. Steamers in Swatow—*Wuhu*, *Ningpo*, *Chihli*, *Singao*, *Kiangsu*, *Tientsin* and *Dayang*.

VESSELS ON THE BERTH

THE OKAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAMSUI.
 The Company's Steamship
"MAIDZURU MARU"
 Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 27th inst., at DAYLIGHT.
 For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 21st May, 1900.

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
 ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.
 PROPOSED SAILINGS FROM
 HONGKONG TO SAN DIEGO
 AND SAN FRANCISCO,
 VIA INLAND SEA OF JAPAN AND HONOLULU.
 TAKING CARGO AND PASSENGERS
 TO JAPAN PORTS AND HONOLULU.
 THE UNITED STATES,
 MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 24th May.
 S.S. "BEIGIAN KING" About 20th June.
 S.S. "THYRA" About 20th July.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via KOBÉ, YOKOHAMA and HONOLULU on THURSDAY, 24th May.
 Through Bills of Lading issued to any point in the United States.
 Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
 Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office addressed to the Collector of Customs, San Diego.
 For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
 Hongkong, China and Japan.
 Hongkong, 18th May, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE"
 Captain St. John George, will be despatched for the above ports on THURSDAY, the 31st inst., at 4 P.M.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 9th May, 1900.

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAYRE AND COPENHAGEN, via BANGKOK.

THE Company's Steamship

"MALAYA"
 Captain Prall, will be despatched as above about MONDAY, the 4th June, a.c.
 For Freight or Passage, apply to
MELCHERS & CO., Agents.
 Hongkong, 19th May, 1900.

BEN LINE OF STEAMERS.

FOR LONDON.

"BENYARIG"
 Captain Kroble, will be despatched as above on or about SATURDAY, the 9th June.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 19th May, 1900.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAN ON REMARKS.
 LONDON JAPAN About 22nd May Freight or Passage.
 YOKOHAMA via NAGASAKI & KOBÉ ROSETTA About 26th May Freight or Passage. (Passing through the Inland Sea).
 SHANGHAI CLYDE About 26th May Freight or Passage.
 For Further Particulars, apply to
 LONDON, &c. COROMANDEL Noon, 26th May See Special Advertisement
 F. W. Vibert, R.N.R.
 A. M. MARSHALL, Acting Superintendent.
 Hongkong, 27th March, 1900.

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

(Calling Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(FREIGHT SERVICE).

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.
 STEAMERS DESTINATIONS SAILING DATES.
 S.S. BAMBERG HAYRE & HAMBURG 19th May Freight.
 Capt. Jacobs (London with transshipment in Hamburg)
 S.S. SARNIA HAYRE & HAMBURG 6th June Freight and Passage.
 Capt. Fuchs (London with transshipment in Hamburg)
 S.S. AMBRIA HAYRE & HAMBURG About 21st June Freight.
 Capt. Burmeister (London with transshipment in Hamburg)
 S.S. SAMBIA HAYRE & HAMBURG About 30th June Freight.
 Capt. G. Schmidt (London with transshipment in Hamburg)
 S.S. FREIBURG HAYRE & HAMBURG About 6th July Freight.
 Capt. Feyen (London with transshipment in Hamburg)
 *This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.
 For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO., AGENTS.
 HAMBURG-AMERIKA LINE NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 9th May, 1900.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.
 HIROSHIMA MARU KOBÉ and YOKOHAMA TUESDAY, 22nd May, at DAYLIGHT.
 S. Yoshizawa
 MIKAWA MARU SHANGHAI, CHEMULPO and TUESDAY, 22nd May, at NOON.
 M. Takahashi NAGASAKI
 MIKE MARU BOMBAY, via SINGAPORE and FRIDAY, 25th May, at NOON.
 S. Kawamura COLOMBO
 KASUGA MARU (THURSDAY ISLAND, TOWN, FRIDAY, 25th May, at 4 P.M.
 F. W. Haswell VILLE & BRISBANE, SYDNEY and MELBOURNE, via MANILA
 FUTAMI MARU NAGASAKI, KOBÉ and YOKOHAMA SATURDAY, 26th May, at NOON.
 J. Thom HANA
 HAKATA MARU (MARSEILLES, LONDON, and) FRIDAY, 1st June, at DAYLIGHT.
 F. L. Sommer ANTWERP, via STRAITS, COLOMBO & PORT SAID.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.
 Hongkong, 9th May, 1900.

PURE—NOURISHING.

ESBENSEN'S BUTTER

In TINS with PATENT OPENERS.

ESBENSEN'S PURE BUTTER

To be obtained at all Stores.

DO NOT BE PUT OFF WITH ANY OTHER.

VESSELS ON THE BERTH

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.
 FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
 FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
GOODWIN	4,421	A. Jackson	June 2	BRAEMAR	3,601	W. Watt	June 9
GLENOCLE	3,770	W. Fraser	July 8	S.A. STEAMER			July 14
QUEEN ADELAIDE	2,832	F. McNair	July 25	MONSHIRE	2,874	W. A. Evans	Aug. 4
DUKE OF FIFE	3,821	J. S. Cox	July 28				

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 447.
 Excellent accommodation. First class Table, Doctor and Stewardess carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.
 The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 228.
 The best route to the Klamath Gold Fields. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DRYA and ST. MICHAEL.

Rates of Passage to other Ports on application.
 Freight rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

Rates of Passage to other Ports on application.
 Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED.
 General Agents.

Hongkong, 17th May, 1900.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF CHINA. Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th June, 1900.

EMPEROR OF INDIA. Comdr. O.P. Marshall, R.N.R. WEDNESDAY, 27th June, 1900.

EMPEROR OF JAPAN. Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th June, 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent.
 Pedder Street.

Hongkong, 5th April, 1900.

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ.

PORT SAID, NAPLES, GENOA, ANTWERP.

BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 30th May.

SACHSEN THURSDAY 14th June.

OLDENBURG THURSDAY 28th June.

BAYERN THURSDAY 12th July.

SPUTTGART THURSDAY 26th July.

KONIG ALBERT THURSDAY 9th August.

WEIMAR THURSDAY 23rd August.

PRINZ HEINRICH THURSDAY 6th September.

PREUSSEN THURSDAY 20th September.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 3rd October.

SACHSEN WEDNESDAY 17th October.

OLDENBURG WEDNESDAY 31st October.

BAYERN WEDNESDAY 14th November.

SPUTTGART WEDNESDAY 28th November.

ON WEDNESDAY, the 30th day of May, 1900, at NOON, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINE, Captain Lunscheus with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 28th inst. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 29th inst. and Parcels will be received at agency Office until NOON on TUESDAY, the 29th inst.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.
 Hongkong, 17th May, 1900.

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from Hongkong.
Doric (via Shanghai) for SAN FRANCISCO, May 23, at Noon.
Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu.
Cortic (via Shanghai) for SAN FRANCISCO, Tuesday, June 19, at Noon.
Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu.
Gaulic (via Shanghai) for SAN FRANCISCO, Saturday, July 14, at Noon.
Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU ON WEDNESDAY, the 23rd May, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States of America. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCELS PACKAGES should be marked to address in full, and must be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States must be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 2nd May, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from Hongkong.
Nippon Maru (via Shanghai) for SAN FRANCISCO, Thursday, May 31, at Noon.
Kobe, Inland Sea, Yokohama, and Honolulu.
Amur Maru (via Shanghai) for SAN FRANCISCO, Tuesday, June 20, at Noon.
Kobe, Inland Sea, Yokohama, and Honolulu.
Hongkong Maru (via Shanghai) for SAN FRANCISCO, Saturday, July 21, at Noon.
Kobe, Inland Sea, Yokohama, and Honolulu.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU ON THURSDAY, the 31st May, 1900, at Noon, taking passengers and cargo for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; also the Canadian Pacific Railway, on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central, and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States must be sent to the Company's Office in Scotch Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 10th May, 1900.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTES FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, SOERABAYA, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITER- RANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 21st May, 1900, at 2 P.M. the Company's Steamship "OCEANIC" Captain Schmidt, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY. This Steamer connects at COLOMBO with the s.s. *Ville de Calet*, which vessel takes on her Passengers and Mails, leaving that port on the 5th May direct to Paris, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 20th May. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th May, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from Hongkong.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) for SAN FRANCISCO, Saturday, June 9, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) for SAN FRANCISCO, Thursday, July 5, at Noon.

City of Nagasaki (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) for SAN FRANCISCO, Tuesday, July 31, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU, on SATURDAY, the 9th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; also the Canadian Pacific Railway, on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central, and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States must be sent to the Company's Office in Scotch Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 16th May, 1900.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY, SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship

"MARIE JESSEN" will be despatched as above TO-MORROW, the 22nd inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th May, 1900.

FOR SWATOW, CHEFOO, AND TIENTSIN.

THE Company's Steamship

"KWEIYANG" Captain Osterbridge, will be despatched as above on TUESDAY, the 22nd inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th May, 1900.

TRIP THROUGH THE FAMOUS YANGTSE GORGES.

FOR ICHANG AND CHUNGKING.

THE New Fast Paddle Steamer

"PIONEER" will leave Shanghai on her first Trip for the above places the 24th inst. or about WEDNESDAY, the 31st May.

The Steamer has superior accommodation for First Class Passengers.

For Passage, apply to ARNOLD, KARBURG & CO., Agents.

Hongkong, 18th May, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT, VIA SUEZ CANAL.

THE Company's Steamship

"IDOMENEUS" Captain Riley, will be despatched as above on THURSDAY, the 24th May.

For Freight apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th April, 1900.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"KASUGA MARU" (3,900 tons) Captain E. W. Haswell will be despatched for the above port on FRIDAY, the 25th inst., at 4 P.M.

This new Mail Steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return tickets issued by this Company are available for return by Steamers of the other Lines.

For Freight or Passage, apply to A. B. MIHARA, Manager.

Hongkong, 17th May, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLOS" Captain Dikens, will be despatched as above on TUESDAY, the 29th May.

For Freight apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th April, 1900.

THE OSAKI SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANSU.

THE Company's Steamship

"ANPING MARU" Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 30th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th May, 1900.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEUMOND" will be despatched for the above port on or about the 10th June.

For Freight, apply to DODWELL & CO., LD., Agents.

Hongkong, 9th May, 1900.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA AND ILOILO.

THE Company's Steamship

"LOONGSANG" Captain Weirall will be despatched as above on TUESDAY, the 22nd inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers and is fitted throughout with Electric Light.

For Freight or Passage apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 17th May, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTHONY" Captain M. H. F. Jackson will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th May, 1900.

NOTICE TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP COMPANY.

S. S. "VICTORIA."

NOTICE TO CONSIGNEES AND UNDERWRITERS.

CARGO shipped by s.s. *Victoria* in Tacoma for Hongkong and the South has been transhipped at Kobe and forwarded to Hongkong by s.s. *Monmouthshire*, which steamer arrived here at 2 P.M. TO-DAY.

Bills of Lading will be countersigned by the undersigned.

DODWELL & CO., LTD., General Agents.

Hongkong, 14th May, 1900.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN" OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 22nd May, at 9.30 A.M.

All claims must reach us before the 27th May or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 15th May, 1900.

NOTICE TO CONSIGNEES.

S. S. "ARDANDEARG" FROM NEW YORK, BELLAITS AND CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

SHEWAN TOMES & CO., Agents.

Hongkong, 19th May, 1900.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"LIGHTNING," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. on the 21st inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO., Agents.

Hongkong, 18th May, 1900.

NOTICE TO CONSIGNEES.

THE CANADIAN PACIFIC RAILWAY COMPANY'S STEAMSHIP.

"EMPEROR OF JAPAN" Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th May, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

D. W. CRADDOCK, Acting General Agent.

Hongkong, 15th May, 1900.

HONGKONG.

Benvenue, British str., 1,407, Potter, May 13.

Gibb, Livingston & Co. China, German steamer, 1,113, Voss, May 18.

Siemens & Co. Chortel, British str., 1,115, Morris, May 16.

Butterfield & Swire. Clara, German steamer, 675, Hansen, May 18.

Jensen & Co. Dawson, Brit. str., 1,057, Curtis, April 17.

Butterfield & Swire. Doris, British steamer, 4,573, Smith, May 16.

O. & S. S. Co. Faunau, British str., 1,510, Mitchell, May 19.

Jardine, Matheson & Co. Fookang, British str., 987, Anderson, May 20.

Jardine, Matheson & Co. Hocking, British str., 1,267, Davis, May 18.

Douglas Laiprak & Co. Hainan, British str., 783, Bathurst, May 16.

Douglas Laiprak & Co. Hainan, British str., 686, Hodgins, May 20.

Douglas Laiprak & Co. Bamberg, German str., 2,660, Jacobs, May 20.

Carlson & Co. Heding, French steamer, 750, Best, May 17.

A. B. Marry. Hiroshima Maru, Jap. str., 2,435, Yoshizawa, May 18.

Nippon Yusen Kaisha. Holstein, German str., 985, Ipland, May 7.

Jensen & Co. Honckens, French str., 692, Pannier, May 18.

Hus. French steamer, 704, Morles, May 8.

A. B. Marry. Huet, British steamer, 2,340, Lunley, May 17.

Orler. Independent, Ger. str., 571, Holtz, April 12.

Sander, Wisler & Co. India, Aust. str., 1,511, Martindale, May 18.

Butterfield & Swire. Kama, British str., 1,133, Semmerville, May 19.

Butterfield & Swire. Kong Bang, British str., 862, Joslin, May 19.

Chinese. Kwangse, Chinese str., 1,505, Lincoln, May 20.

Chinese. Kwangse, British str., 1,064, Osterrieder, May 14.

Butterfield & Swire. Lightning, British str., 2,132, Sprague, May 18.

Davis Sassoon, Sons & Co. Loonksan, British str., 1,099, Weipall, May 18.

Jardine, Matheson & Co. Loyal, German str., 1,337, Lorenzen, May 13.

Sander, Wisler & Co. Lyssens, Ger. str., 1,293, Heusermann, May 19.

Siemens & Co. Marie Jensen, Ger. str., 1,700, Hemmet, May 18.

Jensen & Co. Minimo, British str., 1,802, Parry, May 18.

Dodwell & Co., Limited. Monckat, British str., 859, Major, May 13.

Butterfield & Swire. Monmouthshire, Brit. str., 1,571, Kennedy, May 14.

Dodwell & Co., Limited. Oceanside, French str., 2,068, Schmidt, May 20.

Messageries Maritimes. Onsang, British str., 1,741, Young, May 16.

Jardine, Matheson & Co. Progress, Ger. str., 687, Brandt, April 8.

Siemens & Co. Pronto, German steamer, 632, Meyer, May 20.

Siemens & Co. Quarta, German str., 1,146, Johansen, May 17.

Sander, Wisler & Co. Royston, British str., 3,024, Tierney, May 18.

Siemens & Co. Smtshyly, British str., 3,284, Gordon, May 13.

Dodwell & Co., Limited. Taifu, German str., 1,030, Schipper, May 16.

Siemens & Co. Tallea, German steamer, 828, Calender, May 7.

Meyer & Co. Taisang, British steamer,

JOINT STOCK SHARES.

VISITORS AT HOTELS.

JOINT STOCK SHARES.

STOCKS.	NO. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$135	30/- div. & 10/- bonus at 1/11/14 = \$23.57; for 2nd half year '99	[buyers 304 p. et. pr. = \$305.00]
Bank of China & Japan, Ltd.	150,875	0. 8	43	None	41.
Do. Deferred	1,250	0. 4	41		43. 5a.
National Bank of China, Ltd.	10,970 A	210	28	25 for 1919	228.
Do. Founders Shares	20,955 B	410	41	16 ct. final = 10 p. et. c.	328.
	750 first	41	41	None	\$20.
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$50	30 p. et. = \$18 for 1908	\$255, buyers.
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$25	10 p. et. for year 1908 & 10 p. et. final = 10 p. et. c.	\$34, sellers.
North China Ins. Co., Ltd.	5,000	\$100	225	in all for 1908 =	Ts. 165.
Yangtze Ins. Assoc., Ltd.	6,000	\$100	\$60	36-10 p. et. for 1897	\$121, sellers.
Canton Insurance Office, Ltd.	10,000	\$250	\$50	31 p. for 1908	\$180 sales & buyers.
Straits Insurance Co., Ltd.	10,000	\$100	\$20	6 p. cent. for 1893.	\$1, sales & buyers.
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$27 for 1908	\$295, sellers.
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$0 for 1908	\$60, collors.
SHIPPING.					
Hongkong, Canton and Swatow S. S. Co., Ltd.	80,000	\$10	\$15	(\$120 for half year ended 31-12-99	\$301, sales & buyers.
Indo-China S. S. Co., Ltd.	200,000	\$10	\$10	50 p. et. 42 p. et. bonus for 20 per cent. for 1909	\$911, buyers.
China & Manilla S. S. Co., Ltd.	6,000	\$50	\$50	15 per cent. for year ending 30-9-98	\$100.
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	Final of 3 p. et. = 6 p. et. for 1899 on prefera-	\$60, sellers.
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	10 p. et. & bonus of 3a. on acc. amount = 75	\$210 10a.
Do. Ordinary	20,000	\$10	\$10	10 p. et. & bonus of 3a. on acc. amount = 75	\$210 10a, sellers.
Do. do.	20,000	\$10	\$10	Final of 3 p. et. = 8 p. et. for 1909	\$181, buyers.
Star Ferry Co., Limited	10,000	\$10	\$10		\$200.
Shell Transport & Trading Co., Limited	16,000	\$100	\$100	Final of \$5.57 for 1908 taken out of Equ.	\$123.
REFINING.					
China Sugar Refining Com- pany, Limited	20,000	\$100	\$100	Final of 3 p. et. = 3 p. et. for 1897	\$36, sales.
MINE.					
Panjoon Mining Co., Ltd.	2,000,000	\$5	\$7	None	\$61.15, buyers.
Do. Preferred	30,000	\$1	\$1		\$1.20.
Société Française des Char- bonnages du Tonkin	10,000	Fr. 250	Fr. 250	None	\$700, sellers.
Queens Mines, Limited	40,000	15 cts.	15 cts.	6 p. et. half year end. = 31-7-94 (coupon 9)	13 cts.
Dejima Mining and Tradi- ng Co., Ltd.	45,000	25	25	10 p. et. = 13 p. et. for 1908	\$12.50, buyers.
Raub Australian Gold Mining Co., Limited	200,000	20	16.10	10 p. et. = 13 p. et. for 1908	\$711, buyers.
Olivera Freehold Mines, Limited	15,000	55	55	None	283.
Great Eastern and Gold Mining Co., Ltd.	140,000	55	55	First year	\$25 cts. sales.
Do. Preferred	70,000	\$1	\$1		40 cents.
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	50 p. et. 31 p. et. bonus for 1908 = 50 p. et. for 1909	400 p. et. pr. = \$757.50 sellers
Hongkong and Kowloon Wharf and Ship Repai- ng Co., Ltd.	20,000	210	\$50	Final of 3 p. et. = 10 p. et. for 1909	\$84, buyers.
Wharfedale Warehouse and Storage Co., Ltd.	2,600	\$100	\$371	Final of \$14. = 33 p. et. for 1899	\$54, sales & buyers.
New Amoy Dock Co., Ltd.	6,000	367	308	27 per cent. for 1909	\$201, buyers.
LANDS, HOTELS & BUILD- INGS.					
Hongkong Land Develop- ment & Agency Co., Ltd.	20,000	\$100	\$50	Final of \$81. = 50 p. et. for 1909	\$1251, buyers.
Keokong Land & Bldg. Co., Ltd.	6,000	\$50	\$50	31 p. for 1909	\$151, sellers.
West Point Building Com- pany, Limited	12,500	\$50	\$50	Final of \$115. = 99 p. et. for 1909	\$349, buyers.
Hongkong Hotel Company, Limited	12,500	550	\$70	10 p. et. for half year ending 31-12-99	\$119.
Humphreys & Fitt Co., Limited	55,000	\$10	\$10	36 per cent. for 1908	\$100, sellers.
CORROR MILLS.					
Ewo Cotton Spinning and Weaving Co., Ltd.	6,17,200	Fr. 150	Fr. 150	60 p. et. for period ending 31-12-97	Tls. 65.
International Cotton Spin- ning Co., Ltd.	10,000	Fr. 100	Fr. 100	3 p. et. on account 38 p. et. on account	Tls. 625.
East Asiatic Cotton Spin- ning Co., Ltd.	8,000	Fr. 100	Fr. 100	3 p. et. on account	Tls. 70.
Son Chao Cotton Spinning Company, Ltd.	2,500	Fr. 50	Fr. 50	4 p. et. for period ending 31-12-97	Tls. 37.
Taiyang Cotton Spin. Co., Ltd.	4,700	Fr. 100	Fr. 100	None	Tls. 37.
Hongkong Cotton Spin- ning & Dyng. Co., Ltd.	12,000	310	310	None	Tls. 87, sales.
MISCELLANEOUS.					
Green Island Cement Co., China Portland Cement Co., Ltd.	30,000	\$10	\$10	10 p. et. for 1909	\$20, buyers.
A. S. Watson & Co., Ltd.	90,000	\$10	\$15	None	\$25, buyers.
	90,000	\$10	\$15	Final of 6 p. et. = 6 p. et. for 1909	\$16.63, ex. div.
Hongkong Electric Co., Ltd.	30,000	\$10	\$2	60 cents on 30-7-99	\$11.83, buyers.
Hongkong and China Gas Company, Limited	7,500	\$10	\$10	Final of 4 p. et. = 3 p. et. for 1899	\$22.10, buyers.
Hongkong Rope Manuf- act. Co., Ltd.	10,000	\$25	\$25	15 per cent. for 1909	\$247.
Gas, Water & Cold Water Supply Co., Ltd.	10,000	\$25	\$25	Final of \$10.75 = 812 p. et. for 1909	\$170.
Hongkong High-Level Roadways Co., Ltd.	1,250	\$100	\$10	\$12 for year ended 1-1-99	\$165, buyers.
Dai Nippon Kaisha Co., Ltd.	10,000	471	26	30 p. et. for year ended 31-7-96	\$81, buyers.
Consolidated Cable & China Battery Co., Ltd.	1,210,000	967	50	30 p. for 1909	28.
Campbell, Moore & Co., Ltd.	1,500	\$10	\$10	15 per cent. for 1909	\$30.
B. H. Adams & Co., Ltd.	4,100,000	22	42	36 p. cent. for 1908	\$19, buyers.
United Alcoholic Getränke Agency, Limited	100,000	210	40	None	\$17, buyers.
	100,000	210	40	None	\$11.
Tobacco Planting Co., Ltd.	10,000	\$5	\$5	Some	\$7.50, sellers.
China Provident Loan & Mortgage Co., Ltd.	30,000	\$20	\$10	80 cents for period ending 31-12-94	75.
Wick & Co., Limited	14,000	\$10	\$10	6 p. et. for 1899	\$10.75, buyers.

VISITORS AT HOTELS.		Mr. H. H. Gompertz.		Capt. H. V. Prynn.	
HONGKONG HOTEL.		Colonel Tho O'Gorman		Major C. W. Kelly	
Mr. J. H. Aitken	Mr. and Mrs. Launders	Mr. D. M. Graham	Mr. and Mrs. W. Shady	Mr. Paul Richards	Mr. and Mrs. A. M.
Mrs. Angus	Mr. and R. Lewis	Major W. W. W. Grif-	fin, R.	Miss Richards	Mr. and Mrs. A. M.
Mrs. A. P. Agar & child	Mr. A. Levy	Mr. G. R. H.		Mr. Schmidt and child	
Mr. and Mrs. G. W.	Mr. R. Lyons	Mr. Edward F. Gros	Mr. J. Hays	Capt. A. M. Percy Scott	
Apply	Mr. & Mrs. W. M. Long	Mr. Hindlekeeper	Mr. Hindlekeeper	Mr. A. Sinclair	
Mr. W. S. Bailey	Mr. R. J. Macgavagan	Mr. J. J. Johnson	Mr. J. Johnson	Mr. Murray Stewart	
Mr. J. V. Banfield	Mr. E. Maremore	Major G. E. St. John	Mr. R. Fleming John-	Mr. G. L. Tomlin	
Mr. J. Barrow and ser-	Mr. J. Maydon	Mr. R. Fleming John-	ston	Mr. O. L. Tomlin	
vant	Mr. Alex McEwan	Mr. J. E. Lee		Mr. and Mrs. Malcolm	
Mr. P. Bonnett	Mr. & Mrs. E. McLeod	Mr. and Mrs. R. Lemke		Watson	
Com. Blackburn, R.N.	Mr. T. S. Mesa	Mr. B. M. T.			
Mr. J. W. Brown	Mr. E. O. Murphy	Mr. E. T. Atkinson			
Mr. J. Buchanan	Mr. Van Nieuwen	Mrs. Hugh Barber			
Mr. & Mrs. F. A. Carl	Mr. J. J. O'Neill	Mr. J. Bragg			
Mr. E. A. Carolan	W. Parfit	Mrs. H. C. D. Frampton			
Mr. H. B. Carter	Mrs. and Miss Sanderson	Mr. G. R. H.			
Dr. & Mrs. F. Clarke	Playfair	Mr. W. G. Hall			
Mr. J. Frank Cold	Mr. H. Hoag	Mr. & Mrs. T. G. Joy and			
Mr. and Mrs. C. Ehen	Mr. S. J. Robins	child			
Mr. H. W. Cooke	Mr. F. Roder	Mrs. Chester M. Knepper			
Mr. and Mrs. Curtis and	Mr. Jos. Rosenfeld				
child	Mr. Schneider				
Miss Coomer	Mr. and Mrs. Schlesinger				
Mr. Edmandeyer	Mr. P. W. Sergeant				
Mr. P. C. Denroche	Mr. H. Simmins				
Mr. and M. Discombo	Mr. D. D. Sleepworthy				
Mrs. Drum	Mr. J. D. Smith				
Mr. and Mrs. Ellis	Mr. J. J. Hamilton				
Mr. Genge	Smythe				
Mrs. A. J. Gilmore	Mr. G. B. Stevens				
Capt. Goddard	Miss Stevens				
Mr. T. Hall	Mr. P. T. Strang				
Mr. Thos. Howland	Miss Temple				
Mr. A. Hughes	Mrs. Taylor and child				
Major and Alfred Jeffreys	Mr. G. Waghorn				
Mr. & Mrs. Joseph	Mr. W. J. G. Whitley				
Mr. E. A. Katich	Mrs. & Miss Whitley				
Mr. Alex. Keogh	Mr. and Mrs. Egnall				
Mr. & Mrs. K. Kiese	Mr. C. Wolfe				
Mr. J. Kirkwood	Mr. and Mrs. Worfield				
Mr. Kinghorn					
Mr. N. Lurgard					
PAK HOTEL.		Mr. C. Gordon Mackie		Mr. A. C. Hardouin	
Mr. H. F. R. Brayne	Major & Mrs. Morris	Mr. A. Brochell	Dr. J. W. Kato, U.S.N.	Mr. E. A. Sargent	
Mr. A. Bryson	Mr. B. Mitchell	Mrs. H. Howick	Mr. W. Kato	Mr. T. Vermont	
Mr. Arthur B. Carr	Mr. Stuart G. Nevall	Mr. F. E. Carroll	Lieut. C. Mackenzie,	Mr. H. Winch	
Mr. G. H. Damm	Mr. H. E. Oakley	Lieut. E. A. Coustable,	R.N.		
Mr. J. E. Evokit	Miss Oakley	R.N.			
Mr. A. Forbes	Hon. H. E. Pollock	Mrs. E. A. Coustable			
Lt. Col. A. E. Frazer		Mr. A. G. Gohioke			
		Censul C. Hardouin			

PASSFENGERS.

Per Jadar, for Hongkong, from Bomba
Miss L. Mahdoo, Mr. Capler and infant, Mr.
A. H. Pock; from Marcellis, Mr. Daniel Her-
zath, Mr. and Mrs. Pinto Lallo; from Batavia,
Mr. and Mrs. Uze Cobes; from Singapore, Mr.
Halchoff, Ad. Cosant Hoyon, Mr. and Mrs.
Vince Bouvillier, Mr. and Mrs. A. Coldi, Mr.
Ch. Schiringer, Lieut. Hindley, Mr. Francis
de Lant, Messrs. Ch. Gostie and Koch. Po-
from Saigon, E. Carolan; for Shanghai, from
Marcellis, Messrs. Mariel Briol, Prenghe, Hu-
pison, A. Hayes, Matthieu, Lafenestre, Maas-
bray John, R. P. Brasmann, M. de
Rosenbaum, M. de B. de B. de B. de B.
from Suva, Mr. Querlano; for Kau-
saki, from Marcellis, Mr. Boysmann; from
Bomlay, Miss Kani; from Saigon, M.
Chazac; for Kuba, from Singapore, Mr. Du-
Mr. and Mrs. Shijemaku; for Yokohama, from
Bomlay, Mr. Kojima; from Marcellis, Mes-
srs. Angeli and Solenuto; from Colombo, Mes-
srs. Robert, Mrs. A. H. Biss and four children,
from Singapore, Mr. and Mrs. Celles de V.
Messrs. Marcellis, Fakno, E. Meyer and Legaz.
Per Kong Bong, from Bangkok, Mr. Andreu.
Per Raimon, from Svatow, Dr. and M.
Dulzire, Miss Watson and Mr. Simpson.
Per Occident, for Hongkong, from Yokohama,
Messrs. Kanno, Messrs. Kanno, Messrs.
Robert, Mrs. Brown, Schmidt and Abert and M.
Casella da Silva; for Saigon, from Yokohama,
Madame Flamin and two children; for Mo-
seilles, from Yokohama, Messrs. Kulchi,
Inouye, C. Kanesi, Matsudaira, from Nagasaki,
Messrs. Lazzari, N. Cresco, Fetzuya Ouda, Ku-
shi Shimo, T. Termita, M. Imanesko, I. Hos-
p. Yamaguchi and Nagasawa; from Nagasaki,
Mr. Joine Paul, from Shanghai, Madam
Dorville, Mr. Rosa, Miss Rosa, Ber. Vertmann
Messrs. John Henry Harper and John C.
Detleton, Mr. P. Porting Colman and M.
Conner.

DEPARTED.

Per Jadar, for Shanghai, Mr. and Mrs. P.
Peters, Messrs. J. E. Gibson, W. Schneider,
Lyons, E. Bernheiser, P. Ryves, Kunkle,
Gubelli, Mr. and Mrs. Somack, Miss Ething-
ton, Mr. and Mrs. A. Tillet, Mrs. J.
Goodman, Mrs. Marchand; for Nagasaki, Mes-
srs. Freeman and E. Leonard; for Kobe, Mes-
srs. A. St. F. Vermont, A. C. Hurdston, H. V.
Andrews, C. G. Tailleux and E. N. Tailleux; for
Yokohama, Mr. C. H. W. Kow, Miss Ething-
ton and child.

VESSELS EXPECTED.

COMMERCIAL.

THE AMERICAN MAIL.

The O. & N. *steamer Captive*, with Mail, & left San Francisco for this port via Honolulu Yokohama, Japan, &c. Kolo, Nagasaki & Shanghai, on the 14th ultimo.

The T. K. K. *steamer Niagara Mary*, with American Mail, left Yokohama on Wednesday the 15th instant, at daylight, and may be expected here in or about Wednesday, the 23d instant.

The C. P. M. *steamer City of Rio de Janeiro*, with Mail, &c. left San Francisco for this port on the 26th instant, via Honolulu, Yokohama, India, &c. Kolo, Nagasaki and Shanghai.

THE CANADIAN MAIL.

The C. P. B. *steamer Empress of China* left Vancouver on Tuesday, the 5th instant, for Hongkong, &c. & is expected here.

THE AUSTRALIAN MAIL.

The E. & A. *steamer Australasia*, from Sydney, &c. left Port Darwin on the 16th instant for Timor, Manila & this port.

MERCHANT STEAMERS.

The H. L. L. *steamer Antioch*, from Honolulu, left Singapore for this port on the 17th instant, and may be expected here in or about the 21st instant.

The N. Y. K. *steamer Kawaga Maru* (Australia Line), left Nagasaki for this port on the 18th instant, and is expected to arrive here the 22nd instant.

The N. Y. K. *steamer Mikko Maru* (Holland Line), left Yokohama for this port on the 18th instant, and is expected to arrive here the 24th instant.

The O. S. S. *steamer Ulysses*, left Singapore Friday, the 15th instant, at noon, and is due Hongkong on 23rd instant.

The N. P. *steamer Kamehameha* (Europe Line) left Singapore for this port the 17th inst. and is expected to arrive here the 23rd inst.

The O. S. S. *steamer Antenor* left Singapore on the 16th instant, and is due in Hongkong the 21st instant.

The N. P. *steamer Goodwin* sailed from Tacoma for Japan and Hongkong on the 26th ultimo.

The N. P. *steamer Braemar* sailed from Portland, Or., on the 3rd instant for Japan & Hongkong.

The N. P. *steamer Victoria* sailed from Yokohama for Hongkong the 26th instant.

The *steamer Kumagata*, from Calcutta & Straits, left Singapore for this port on Thursday, 17th inst., at 6 p.m.

COMMERCIAL.

OUTWARD.—21st April.—*Indus, U. S. S. M.*
terre, 25th April.—Aster, Benah.
 St. Mary, Zland, Branch. 28th April.
 Koroana, Mara, Hogue, Toward, Pr.
 burg, 3rd May.—*Erzberg, P. Erdine*
 3th May.—*Baranau, Triela, Astar*
Albana, Frederica, Forest, 2d. 2h.
—Benares, Coubat, Oldenberg, 12
 April.—*Manure, Harker, Mara, 12*
 May.—*Pyralis, Melponese.*
 HOMEWARD.—25th April.—*Torranut, Ap.*
 28th.—*Sudu Mara, Kouy Albert, 1*
 April.—*Alana, Jara, Massilia, 18th M.*
 —*Candin, Pionetha.*
 ARRIVAL AT HOME.—18th May.—*Gleuz*
Oopach.

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 BEETLES,
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1864

NEW AND RECENT BOOKS.		WAR LITERATURE.	
A LIFE FOR CHINA, a memorial sketch of the late Rev. John Gilmour of Hongkong, by Geo. Cousine.	500.70	NEW MILITARY WALL MAP OF AFRICA—mounted on rollers and varnished.	\$12.00
The New China Blue Book. No. 1, 1900. Further Correspondence.	2.75	The Naval Campaign by Bennett Burleigh (<i>Daily Telegraph</i>), with Illustrations.	2.00
The Century Book of Gardening, by E. T. Cook.	10.00	"Towards Fraternity," a Record of the War to the Hoisting of the Flag at Bloomsfontein, by Julian Ralph, with Map, &c.	3.30
THE INTERNATIONAL GEOGRAPHY, by Seventy Authors. 488 Illus. Our Greatest Fighting Soldiers, by Chas. Low, M.A.	9.00	2.25 The Story of the War from Within, by J. P. Fitzpatrick.	2.00
Explosives and Shooting, by G. T. Wendle-Buckell, Illustrated.	9.00	9.00 On the Loss of the War, by Evelyn Cecil, M.P., Map and Illus.	1.75
The Golden Boreas. Extracts from Lectures on the Philippines, by U.S. Officers on Duty. Edited by S. Bonnel.	3.50	New and Revised War Maps.	
From Back Book. Old Testament light lights yells. (Old Testament Stories done into realistic English)		Cause Fire! A Story of the Transvaal War of '81, by J. MacLaren Cobham	1.50
Sharp Shooting for Sport and War, by W. Gwyer.	70	2.25 The Story of South Africa, by W. Basil Woodroff.	1.00
War and Shooting, by Frank Barrett	1.50	The Honor States, Land and People, by A. R. Kegan.	1.50
And Shooting, by W. Barry.	1.50		

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An editorial in the **INDIAN MEDICAL RECORD**, of October 15th, 1897, says :
 "For many years in India, a large number of enterprising firms in England and Europe have been flooding the market with so-called Foods for Infants and Children. It is remarkable to note how one after another these various brands of doubtful virtue have ceased to appear. Time and the public conscience have pronounced their verdicts—and to-day we find BENGAL almost alone. The admirable combination of the nutritive properties of its food and its tendency to render the digestion a matter of pleasure rather than of pain, for the weakest of the frailties, stands out. To-day the medical profession of India need it cannot do otherwise than stand by a friend who has proved his only criterion to public support, namely, **REAL WORTH**."

UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per Cent. upon Contributions for the year 1899 has been declared.

WARRANTS will be issued on the 1st May.

By Order of the Board.

W. J. SAUNDERS.
Secretary.

Hongkong, 20th April, 1900. 1230

at 9, Praya Central, Victoria, Hongkong.